



Chancerygate (Erdington) Ltd

Land North of Solent Road, Havant

Addendum to Transport Assessment

October 2021



Chancerygate (Erdington) Ltd

Land North of Solent Road, Havant

Addendum to Transport Assessment

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PROJECT NO:
J325257

DATE:
October 2021

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V1.1	211018 325257 TA LB/CH Addendum V1.1.docx		18 October 2021	Final	CH	CH

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
V1.0	15 October 2021	CH	Draft
V1.1	18 October 2021	CH	Final

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APPENDICES

APPENDIX A Revised Site Layout

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APPENDIX B PIC Data

APPENDIX C mode Drawings

APPENDIX D Traffic Flow Matrices

APPENDIX E Modelling Outputs

1. Introduction

1.1 Context

- 1.1.1 This document has been prepared by mode transport planning (mode) on behalf of Chancerygate (Erdington) Ltd in relation to the proposed development of an office and industrial units on Land North of Solent Road, Havant.
- 1.1.2 A full planning application (ref: APP/21/00601) had been submitted to Havant Borough Council (HBC) for the proposals and was validated in July 2021. A Transport Assessment (TA) and Framework Travel Plan (FTP), both prepared by mode, were submitted as part of the planning application submission.

1.2 Purpose and Structure

- 1.2.1 This document has been prepared as an Addendum to the submitted TA and seeks to respond to transport related queries raised by Hampshire County Council (HCC) during the consultation process of the planning application. This includes for changes to the design of the layout, which is provided in [Appendix A](#).
- 1.2.2 The following is addressed in this Addendum and should suitably respond to all outstanding transport matters of concern to HCC. These make up the remaining chapters of this document:
- [Chapter 2](#): Pedestrian and Cycle Connections
 - [Chapter 3](#): Personal Injury Collision Analysis
 - [Chapter 4](#): Access and Layout
 - [Chapter 5](#): Highway Impact
 - [Chapter 6](#): Framework Travel Plan
 - [Chapter 7](#): Summary

2. Pedestrian and Cycle Audit

2.1 Overview

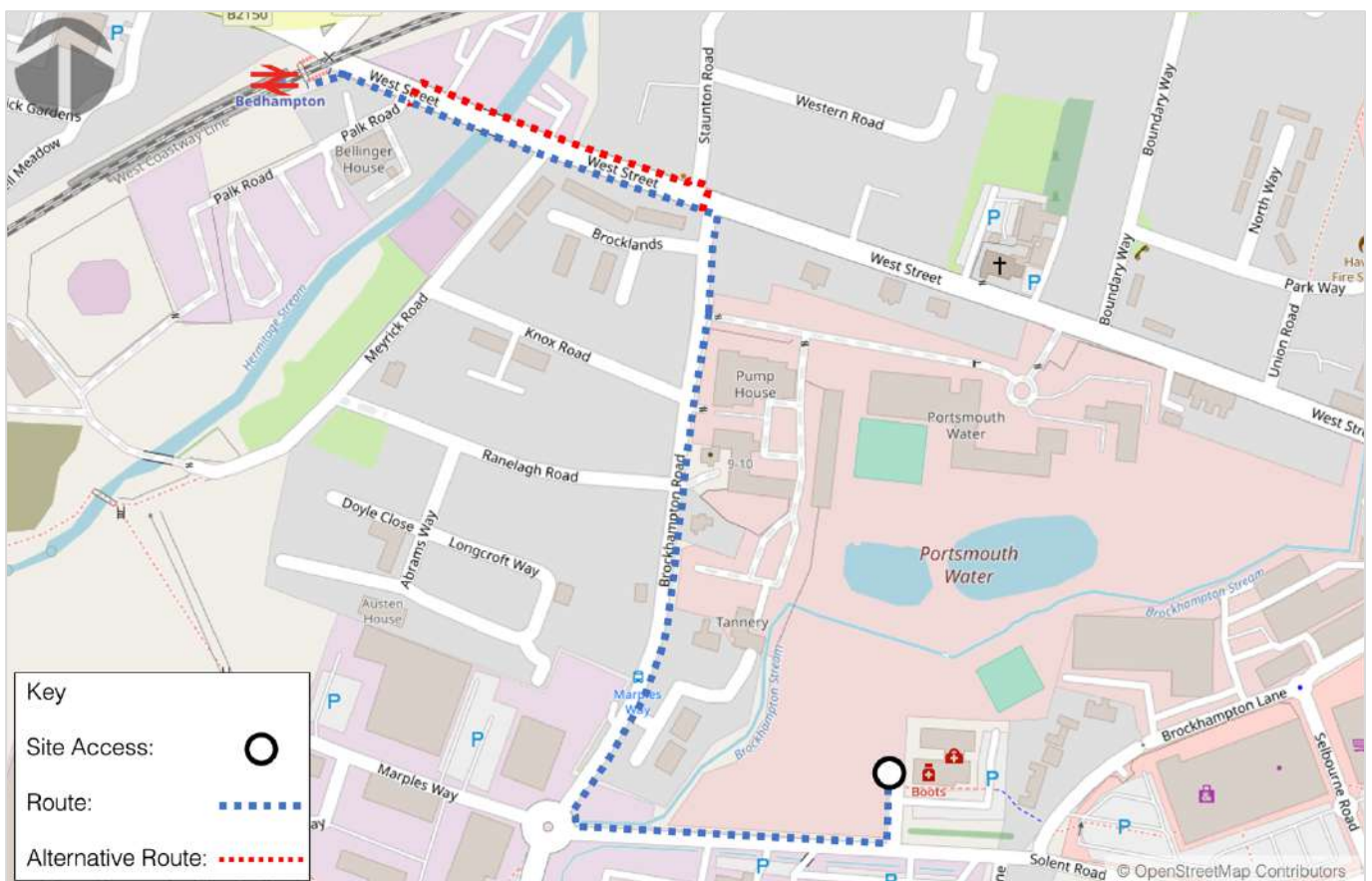
2.1.1 HCC has commented that although the TA included for a pedestrian and cycle audit on Solent Road, the Highway Authority require an audit of the wider pedestrian and cycle network, in particular the links to Bedhampton and Havant rail stations.

2.1.2 An audit covering the wider scope requested has been undertaken and builds upon the information included in the submitted TA. This represents a detailed audit of the most direct and convenient pedestrian and cycle routes available to Bedhampton and Havant rail stations. This is set out in the following two sections addressing routes to each station individually.

2.2 Bedhampton Railway Station

2.2.1 Bedhampton railway station is located approximately 850 metres north-west of the application site, equivalent to an 11-minute walk time and 3-minute cycle time via the most direct and accessible pedestrian route confirmed on [Figure 2.1](#).

Figure 2.1 Bedhampton Railway Station Pedestrian Route



- 2.2.2 Lit 2.0 metres wide footways are provided along the entirety of the Solent Road eastbound carriageway and continue north along both carriageways of Brockhampton Road to the west of the site. Several minor junctions are present along Brockhampton Road leading to residential roads to the west, all of which are provided with dropped kerbs whilst some also benefit from tactile paving.
- 2.2.3 Despite Brockhampton Road not having any designated cycle routes, the carriageway itself appears to be well maintained and as a nursery school is located on Brockhampton Road, signs are provided to alert drivers to take extra care as the risk of children crossing is high, therefore resulting in vehicles travelling at slower speeds and posing less of a risk to cyclists as well as pedestrians.
- 2.2.4 The Brockhampton Road/West Street/Staunton Road junction is provided with dropped kerbs on each corner to aid pedestrian movement around the junction. Due to the nature and layout of the junction, pedestrians attempting to cross West Street would be safest doing so from the end of the northbound carriageway of Brockhampton Road towards the end of the southbound carriageway of Staunton Road in order to minimise the time and distance required to travel over the carriageway. The junction does however provide very good visibility in all directions for cyclists approaching the junction from Brockhampton Road.
- 2.2.5 Lit footways continue west from this junction along West Street. The footway along the westbound carriageway of West Street narrows to a width of approximately 1.0 metres immediately after the Brockhampton Road junction before gradually widening to approximately 1.75 metres at the Meyrick Road junction with West Street. An alternative for pedestrians requiring wider footways would be to cross over to the footway along the eastbound carriageway of West Street at the Brockhampton Road/Staunton Road/West Street junction, where the footway remains consistently wide, between 1.8 metres and 2.2 metres (as shown in red on [Figure 2.1](#)). These pedestrians could then cross back to the westbound carriageway of West Street at the Palk Road/West Street junction where dropped kerbs are provided on both sides of the carriageway.
- 2.2.6 Visibility for cyclists along West Street is good due to the nature of the road and double yellow lines along large sections of each carriageway, preventing cars from obstructing their view. Where cars are permitted to park, the carriageway is wide enough to allow cyclists to continue without having to cross the centre line of the road.
- 2.2.7 Both the Meyrick Road and Palk Road junctions with West Street along the westbound carriageway are provided with dropped kerbs, with lit footways then continuing west to a level crossing and directly onto the southbound platform of Bedhampton railway station. The northbound platform is accessible via a footbridge or a marked pedestrian route over the level crossing.

2.3 Havant Railway Station

2.3.1 Havant railway station is located approximately 980 metres north-east of the site, equivalent to a 14-minute walk time and 5-minute cycle time, again utilising the most direct but also accessible pedestrian route confirmed on [Figure 2.1](#).

Figure 2.2 Havant Railway Station Pedestrian Route



2.3.2 Pedestrians can utilise the existing infrastructure within the Bosmere Medical Practice car park, travelling east along the lit footways to a zebra crossing, with a shared foot/cycleway then continuing further east to Brockhampton Lane.

2.3.3 At the pedestrian access onto Brockhampton Lane, a pedestrian refuge island with dropped kerbs and tactile paving is provided to facilitate safe pedestrian movement between each side of the carriageway. Lit 2.1-metre-wide footways continue north on both side of Brockhampton Lane to the Brockhampton Lane/Selbourne Road mini-roundabout. All vehicle access points that divide the footway along the southbound carriageway are provided with dropped kerbs and tactile paving.

- 2.3.4 A pedestrian crossing with dropped kerbs and tactile paving is provided to the south of the Brockhampton Lane/Shelbourne Road mini-roundabout, where a lit 2.1-metre-wide footway again continues east along Brockhampton Lane. As above, vehicle access points are provided with dropped kerbs and tactile paving to aid pedestrian movement across.
- 2.3.5 Brockhampton Lane is also well suited to cyclists, with a raised island and bollards in the centre of the carriageway preventing through traffic from using the route whilst leaving space for cyclists to pass, therefore reducing the number of vehicles that may use this route considerably.
- 2.3.6 Lit footways continue a short distance east on West Street to the West Street/Park Road South junction. Immediately south of this junction, a signalised pedestrian crossing is provided across Park Road South. Lit footways with a width of between 2.4 metres and 4.6 metres are provided along the southbound carriageway of Park Road South, continuing north to the Elm Lane/Park Road/Park Way junction.
- 2.3.7 Park Road South also benefits from an off-road cycle track alongside the northbound carriageway in the form of a shared foot/cycleway that forms a part of the National Cycle Network (NCN) route 22. Several controlled crossings, such as the signalised pedestrian crossing previously mentioned, are also provided, facilitating safe cycle access to either side of the carriageway.
- 2.3.8 Lit 2.0-metre-wide footways continue east along the Elm Lane westbound carriageway to the signalised pedestrian crossing, provided with dropped kerbs and tactile paving, located immediately west of the Market Parade/Elm Lane junction. To the south of Elm Lane is Havant bus station, therefore meaning 2 access points are present along this stretch of Elm Lane. Each access point is provided with dropped kerbs and tactile paving. Pedestrians could also choose to take a slightly longer traffic-free route should they utilise the signalised pedestrian crossing at the Elm Lane/Park Road/Park Way junction. This lit foot/cycleway then continues east within Havant Park, connecting back to the signalised pedestrian crossing at the Market Parade/Elm Lane junction.
- 2.3.9 Lit 3.0-metre-wide footways then continue north along Market Parade into a pedestrianised area which continues north onto North Street. A zebra crossing is then provided across North Street to facilitate safe pedestrian access between the application site and Havant railway station.
- 2.3.10 Alternatively, shared foot/cycleways also continue north through Havant Park, linking back to NCN route 22. This route then continues east to pass immediately south of Havant railway station main entrance.

2.4 Summary

- 2.4.1 The above audit of pedestrian and cycle routes to Bedhampton and Havant railway stations demonstrates that direct and convenient routes are available to each station, and either have suitable infrastructure available to support pedestrian and cycle movement along these routes.

3. Personal Injury Collision Analysis

3.1 Overview

- 3.1.1 HCC has requested that the Personal Injury Collision (PIC) analysis included in the TA as based upon Crashmap Pro be updated to reflect Hampshire Constabulary held PIC records, also over a 5-year period. This Hampshire Constabulary held data has been obtained and this chapter provides updated analysis as per this data.

3.2 Scope

- 3.2.1 In order to provide a more robust assessment of the collisions recorded in the vicinity of the site, collision data has been provided by Hampshire Constabulary for the most recent 5-year period between 1st May 2016 and 30th April 2021. Full data is provided for reference in [Appendix B](#), including a map covering the agreed scope comprising the length of Solent Road.

3.3 Analysis

- 3.3.1 The data provided found that on Solent Road or the junctions present at either end, there had been 8 'slight' (minor) collisions and 1 'serious' collision recorded during the time-period stated above.
- 3.3.2 A single collision was recorded to the west of the site at the Brockhampton Road roundabout with Solent Road during daylight hours in April 2018 on a dry carriageway. A car travelling south from the north on Brockhampton Road proceeded to enter the roundabout whilst failing to look properly, colliding with a pedal cyclist travelling around the roundabout onto Solent Road, resulting in the cyclist sustaining minor injuries.
- 3.3.3 Two collisions occurred during this time period at the Langstone Gate/Tesco car park access onto Solent Road. The first recorded collision was during January 2017 in dark conditions with a wet road surface. This incident occurred at the Langstone Gate car park access onto Solent Road, where a car pulled out onto Solent Road into the path of another vehicle, resulting in a passenger in the first vehicle sustaining minor injuries. It was recorded that whilst the driver of the first vehicle failed to look properly and judge the speed of the oncoming vehicle, the driver of the second vehicle was very likely to be exceeding the speed limit and also failed to look properly.
- 3.3.4 The second collision at this location was during October 2019 in daylight hours with a wet road surface. This incident involved an elderly driver failing to look properly as they pulled out onto Solent Road and therefore turned into the path of an oncoming car, resulting in slight injuries for the elderly driver.

- 3.3.5 The remaining 6 collisions all occurred at the Solent Road/B2149 Park Road South junction to the east of the application site. The first of these occurred in daylight hours during June 2018 on a dry carriageway. A van or LGV travelling north on the B2149 Park Road South turned left onto Solent Road, colliding with a pedal cyclist travelling north across the pedestrian crossing on Solent Road. It is recorded that it is possible the van or LGV driver failed to look properly as they began to turn and failed to stop in time to prevent the collision, which resulted in minor injuries for the cyclist.
- 3.3.6 The next collision occurred during daylight hours in May 2019 on a dry road surface. A car turning right onto the B2149 Park Road South from Solent Road encroached into the pedestrian crossing area, colliding with a pedestrian travelling from west to east across the B2149 Park Road South pedestrian crossing. The pedestrian sustained slight injuries.
- 3.3.7 The only 'serious' collision recorded in the study area was during daylight hours in March 2020 on a dry carriageway. It occurred on Solent Road on the approach to the B2149 Park Road South junction. A car edging forwards in traffic travelling from west to east collided with a pedal cyclist travelling from north to south between vehicles. It is recorded that whilst it is possible the driver of the car failed to look properly, it is also possible that the cyclist failed to judge the speed of the vehicle in question, entered the road from the pavement and again failed to look properly. This incident resulted in the cyclist sustaining serious injuries, whilst it is not known if they were wearing a cycle helmet or not.
- 3.3.8 Another 'slight' collision to occur at the Solent Road/B2149 Park Road South junction was during daylight hours in June 2020 with a dry road surface. In this case a pedal cyclist travelling north along the pavement adjacent to the B2149 northbound carriageway moved onto the road at the pedestrian crossing across Solent Road, whilst failing to notice the green filter light for traffic turning left onto Solent Road. They therefore travelled into the path of a car turning left onto Solent Road and collided with the vehicle, resulting in minor injuries for the cyclist.
- 3.3.9 The next collision was during daylight hours in September 2020 in dry conditions. A goods vehicle (weight unknown) travelling north along the B2149 Park Road South failed to slow down for the traffic lights at the Solent Road junction, therefore shunting the rear of the car in front. This led to this car shunting the car in front of it, causing the driver of the third vehicle to sustain minor injuries.
- 3.3.10 The final collision recorded within the study area was during dark conditions in January 2021 on a frosty or icy carriageway. A car travelling south along the B2149 Park Road South passed through the traffic lights at the junction as they were turning amber and began turning right onto Solent Road. A car travelling north on the B2149 Park Road South from the opposite direction is thought to have pre-empted the lights changing and therefore moved off too early, resulting in a side-swipe collision between the two vehicles at the junction and the driver of the first vehicle sustaining slight injuries.
- 3.3.11 From this review, there are no obvious patterns or trends in the collision data and this corroborates the same conclusions drawing in the submitted TA in terms of the proposed development having no adverse impact on highway safety.

4. Access and Layout

4.1 Overview

4.1.1 The following requests have been made by HCC with respect to access and layout and these are addressed in this chapter:

- Provide pedestrian visibility splays at the crossing of the site access onto Solent Road due to the crossing being inset at the junction.
- An updated diagram of the access which overlays the highway boundary.
- Further clarification is required on the pedestrian routeing to ensure the safety of pedestrians on private land (specifically in relation to swept path manoeuvres in and out of the industrial units).
- Show visibility splays at the zebra crossing into the Portsmouth Water office to ensure that pedestrians and vehicles will be able to see each other (in relation to the swept path manoeuvre of a refuse vehicle).
- Whilst HCC consider that there is adequate parking for the proposed development, the applicant should outline how they will ensure that employees of the Portsmouth Water site will not park in the car park for the medical practice, to ensure that the existing provision remains unaffected by the development.

4.1.2 It is also noted that HCC has commented that conversations should be held with the HCC OWC team to discuss the culvert and the implications that the site access may have on this. This is being addressed separately to this Addendum and would ultimately be arranged as part of the Section 278 agreement.

4.2 Site Access Considerations

4.2.1 The drawings prepared to accompany the submitted TA have been updated to include for demonstrating pedestrian intervisibility over the crossing point and movements on Solent Road, as well as inclusion of the highway boundary to demonstrate the location of new trees being within the public highway and that these would not obstruct visibility.

4.2.2 The above is demonstrated on **mode drawings 325257-003, 004, 005 and 012**, as provided in **Appendix C**.

4.2.3 **Drawing 012** demonstrates that visibility is achievable to all points of the crossing from Solent Road, including the crossing points either side and the island itself, and this includes for a demonstration of forward visibility on approach to the worst-case left-turn manoeuvre into the site, all of which on the basis of a 43m stopping sight distance in-line with the 30mph speed limit on Solent Road. This is considered to represent a worst-case whereby it is highly unlikely that vehicles would be manoeuvring at this speed when turning into the site access.

4.3 Pedestrian Routing

- 4.3.1 In terms of HGVs entering and exiting the industrial units, it should be clarified that the wide entry point into this area is not intended to be utilised by pedestrians and nor would it need to be.
- 4.3.2 The majority of pedestrians will be accessing the PW offices at the northern end of the site, and a clear and convenient route will be provided by way of a footway on the western side up to the retained zebra crossing over the access road into the Bosmere Medical Centre, before continuing north into the PW plot on a footway on the eastern side.
- 4.3.3 In recognition of comments made by HCC in relation to the connection with the zebra crossing, the revised site layout includes for clearer connection between the eastern footway to the north and the zebra crossing. It is now shown that the eastern footway would begin with tactile paving and a dropped kerb where it meets the zebra crossing and this would connect suitably with the footway provision within the Bosmere Medical Centre to the east.
- 4.3.4 In terms of the pedestrian route into the industrial units, again there is no requirement to walk across the wide service access into the units. Pedestrians would instead enter these plots immediately at the northern end of the western footway, with the industrial units area beyond this point being a shared surface area, albeit with markings laid out highlighting where pedestrians are expected to walk across the front of car parking courts and service yard areas. This reflects standard practice for industrial unit design, whereby space is required for the occasional turning manoeuvres of HGVs (which as demonstrated in the submitted TA are anticipated to be very infrequent, especially in the peak hour periods).

4.4 Zebra Crossing into PW Offices

- 4.4.1 HCC has queried the relationship between pedestrian visibility and refuse vehicle swept path manoeuvres in this location, which would require a refuse vehicle to pull forward over the zebra crossing before reversing back to access the bin store before exiting the PW plot.
- 4.4.2 On the above basis, the forward visibility on approach to the zebra crossing has been further assessed and on the basis of a 25m forward visibility envelope, which corresponds with a 20mph design speed (which is considered to represent a robust design speed for the internal layout of the site).
- 4.4.3 The forward visibility envelope detailed above is demonstrated on **mode drawings 325257-012**, provided in **Appendix C**. This clearly demonstrates that there would be a continued clear line of sight between the driver of a refuse vehicle and users of the pedestrian crossing. No proposed changes are therefore put forward in relation to the location of this pedestrian crossing.

4.5 PW Parking Provision

- 4.5.1 HCC has accepted that there is adequate car parking provision proposed for the development, including at the new PW offices. This reflects detailed information provided in the TA, including a car parking accumulation assessment, in part derived from a questionnaire of PW employees.
- 4.5.2 In addition to the above, it should also be recognised that working from home (or least a hybrid version of) are likely to be a mainstay of most office space moving forward, and this is expected by PW at these premises. Day-to-day demand may well be lower than forecast in the TA on this basis, making the proposed provision further robust and highly unlikely to result in any overspill demand.
- 4.5.3 On the above basis, it is unclear why there would remain any residual concerns surrounding the potential for PW site users to require the ability to park elsewhere, for example at the Bosmere Medical Centre.
- 4.5.4 The Bosmere Medical Centre is a separate operation in its own right and has its own parking provision to manage on a private basis, and presumably if considered necessary by them could be managed to deter parking by users not visiting the medical centre.
- 4.5.5 Notwithstanding the above, to further ensure that site users of the PW offices only park within the demise of the office plot, further emphasis will be placed in the FTP to be implemented at the site and led by PW as Travel Plan Coordinator (TPC).
- 4.5.6 The above will include for increased communication of perceived local issues relating to the Bosmere Medical Centre and that all staff should park only within the demise of the PW plot and car parking provision available. Moreover, the utilisation of the car parking will be monitored, and should it be recorded if / when there are occasions where this nears capacity, measures should be considered aimed at reducing the demand for car parking within the PW plot.

4.6 Bosmere Medical Centre Access

- 4.6.1 Separately to the HCC consultation feedback, various third-party feedback has been provided by interested parties in relation to the Bosmere Medical Centre and its continued shared access via the improved access road onto Solent Road.
- 4.6.2 Whilst there are considered to be no safety concerns with the access proposals, including its ongoing relationship with the adjoining Bosmere Medical Centre access bell-mouth, and no issues have been raised by HCC in this regard, consideration has been given to additional measures that could be put in place to further ensure that the access arrangement will operate most effectively.
- 4.6.3 On the above basis, the revised site layout now includes for a stop line on the northern side of the zebra crossing adjacent to the Bosmere Medical Centre access bell-mouth to further raise awareness of the medical centre access on approach, plus keep clear markings across the medical centre bell-mouth to allow for greater priority in and out of the medical centre.

5. Highway Impact

5.1 Overview

5.1.1 The following requests have been made by HCC with respect to the assessment of impact on the surrounding highway network and these are addressed in this chapter:

- Updating all junction models to include for an additional 2026 assessment year.
- An additional model of the Solent Road / Park Road signalised junction.
- An understanding of the impact to Harts Farm Way and that National Highways (formerly Highways England) should be consulted on whether they have modelling requirements for the adjacent A27 'teardrops' junction.

5.2 Additional 2026 Assessment Year

5.2.1 The 2023 and 2025 future assessment years adopted in the submitted in the TA were requested by HCC in January 2021 and were assumed to represent robust future years for assessment on that basis.

5.2.2 Nevertheless, the additional 2026 assessment year since requested by HCC has been included in an updated modelling assessment of the same junctions assessed in the TA (plus the additional Solent Road / Park Road signalised junction detailed later in this chapter).

5.2.3 To derive baseline 2026 assessment flows, the same approach has been adopted as per the 2023 and 2025 baseline flows in terms of committed development and TEMPro assumptions, albeit with the TEMPro factors reflecting 2026. The TEMPro factors are provided for reference and aside the 2023 and 2025 factors for comparison, in [Table 5.1](#).

Table 5.1 Adopted TEMPro Factors

Years	AM (08:00-09:00) Peak Hour Period	PM (17:00-18:00) Peak Hour Period
2020 – 2023	1.0292	1.0280
2020 – 2025	1.0480	1.0464
2020 – 2026	1.0565	1.0547

5.2.4 Turning flow matrices for the assessed junctions for '2026 Baseline + Committed' and '2026 Baseline + Committed + Development' have been prepared on the basis of the 2026 TEMPro growth factors and are provided for reference in [Appendix D](#).

5.2.5 The following junction models have been updated with the 2026 scenarios and the summary results are provided in [Tables 5.2 to 5.4](#). Full modelling outputs are provided in [Appendix E](#).

Table 5.2 Site Access / Solent Road Summary Results

Turning Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline + Committed						
Access to Solent Road (E)	0.1	6.97	0.07	0.1	6.82	0.06
Access to Solent Road (W)	0.1	14.77	0.07	0.1	12.86	0.05
Solent Road (E) to Access	0.3	4.89	0.15	0.1	5.01	0.07
2026 Baseline + + Committed + Development						
Access to Solent Road (E)	0.1	7.32	0.08	0.1	7.83	0.12
Access to Solent Road (W)	0.1	15.37	0.10	0.2	13.55	0.14
Solent Road (E) to Access	0.5	5.35	0.22	0.2	5.08	0.08

Table 5.3 Solent Road / Brockhampton Road / Marples Way Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline + Committed						
Brockhampton Road (N)	0.5	5.23	0.35	0.3	4.56	0.20
Solent Road	1.0	5.62	0.49	0.6	4.46	0.37
Brockhampton Road (S)	0.9	6.19	0.48	1.3	7.24	0.57
Marples Way	0.1	4.58	0.06	0.3	5.78	0.22
2026 Baseline + + Committed + Development						
Brockhampton Road (N)	0.6	5.37	0.35	0.3	4.57	0.21
Solent Road	1.0	5.66	0.49	0.7	4.64	0.40
Brockhampton Road (S)	1.0	6.50	0.51	1.3	7.33	0.58
Marples Way	0.1	4.67	0.06	0.3	5.83	0.23

Table 5.4 Brockhampton Rd / Harts Farm Way / Brookside Rd / Southmoor Ln Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Baseline						
Brockhampton Road (N)	0.9	4.87	0.46	0.4	3.07	0.28
Solent Road	0.6	12.68	0.37	0.5	9.28	0.35
Brockhampton Road (S)	0.5	4.54	0.32	0.7	4.96	0.40
Marples Way	1.8	7.60	0.64	1.0	5.50	0.49
2026 Baseline + Development						
Brockhampton Road (N)	0.9	4.89	0.46	0.4	3.15	0.29
Solent Road	0.6	12.74	0.38	0.5	9.54	0.35
Brockhampton Road (S)	0.5	4.55	0.33	0.7	5.07	0.40
Marples Way	1.9	8.05	0.66	1.0	5.53	0.49

5.2.6 Tables 5.2 to 5.4 demonstrate that in the additional 2026 future year, no capacity issues are expected and the same conclusions are drawn to those made in the submitted TA in this regard.

5.2.7 Moreover, the access arrangement onto Solent Road, which will continue to be shared with the adjacent Bosmere Medical Centre, is shown to have significant spare capacity, including negligible queuing and delay. This evidence should respond to any concerns raised by third-party consultees in relation to the ongoing operation of the Bosmere Medical Centre. Importantly, this evidence demonstrates that with negligible queuing forecast, this will not hinder the convenient access in and out of the medical centre, including any very occasional ambulance access (should this indeed occur).

5.3 Solent Road / Park Road Signalised Junction

5.3.1 At the suggestion of HCC, an approved LinSig model has been purchased from HCC's Intelligent Transport Systems (ITS) Group.

5.3.2 The purchased model covers a number of junctions along Park Road and represents a corridor model covering a number of junctions outside of the scope of the submitted TA and this Addendum. This has been discussed with the ITS Group and it has been agreed that the model can be adapted to only include for the Solent Road / Park Road signalised junction itself by removing all unrelated elements, whilst maintaining the modelling parameters associated with this junction.

5.3.3 The above has allowed for the input of the same flows adopted in the submitted TA for consistency, as well as the additional 2026 assessment years detailed above.

5.3.4 The accepted flows provided within the submitted TA, as well as additional 2026 assessment years have been adopted in the LinSig model, with the 2026 flow matrices provided in [Appendix D](#). The summary LinSig results are provided in [Tables 5.5 and 5.6](#) for the baseline and with development scenarios, respectively. Full LinSig outputs are provided in [Appendix E](#).

Table 5.5 Solent Road / Park Road Summary Results (Baseline Scenarios)

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation (%)	Mean Max Queue (PCU)	Degree of Saturation (%)	Mean Max Queue (PCU)
2020 Baseline				
Park Road (S) Left / Ahead	97.5 / 97.5	39.0	83.3 / 83.3	12.3
Park Road (S) Ahead	102.8	54.8	68.0	13.3
Park Road (N) Ahead	74.3	22.2	69.8	16.6
Park Road (N) Ahead / Right	0.0 / 103.4	33.9	82.6 / 82.6	11.1
Solent Road Right / Left	102.0 / 102.1	23.6	82.5 / 82.5	15.4
2023 Baseline + Committed				
Park Road (S) Left / Ahead	100.4 / 100.4	48.9	84.9 / 84.9	13.6
Park Road (S) Ahead	105.6	66.2	70.6	14.0
Park Road (N) Ahead	76.5	23.8	75.1	18.6
Park Road (N) Ahead / Right	0.0 / 106.4	41.0	83.7 / 83.7	11.7
Solent Road Right / Left	105.1 / 104.8	29.1	84.7 / 84.7	16.2
2025 Baseline + Committed				
Park Road (S) Left / Ahead	107.3 / 107.3	84	85.8 / 85.8	14.3
Park Road (S) Ahead	111.5	92.2	73.1	15.1
Park Road (N) Ahead	80.1	26	88.8	25.9
Park Road (N) Ahead / Right	0.0 / 108.2	46.8	86.0 / 86.0	12.7
Solent Road Right / Left	110.2 / 110.4	42.2	88.8 / 88.8	18.2
2026 Baseline + Committed				
Park Road (S) Left / Ahead	106.5 / 106.5	80.7	86.3 / 86.3	14.4
Park Road (S) Ahead	110.6	89.6	73.9	15.3
Park Road (N) Ahead	80.8	26.6	89.6	26.3
Park Road (N) Ahead / Right	0.0 / 112.3	56.0	86.6 / 86.6	12.9
Solent Road Right / Left	111.0 / 111.2	44.1	89.4 / 89.4	18.5

Table 5.6 Solent Road / Park Road Summary Results (With Development Scenarios)

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation (%)	Mean Max Queue (PCU)	Degree of Saturation (%)	Mean Max Queue (PCU)
2023 Baseline + Committed + Development				
Park Road (S) Left / Ahead	105.4 / 105.4	73.9	85.8 / 85.8	13.8
Park Road (S) Ahead	105.1	63.2	73.1	14.5
Park Road (N) Ahead	76.5	23.8	82.6	21.4
Park Road (N) Ahead / Right	0.0 / 105.3	39.3	84.9 / 84.9	12.0
Solent Road Right / Left	105.9 / 105.9	31.2	85.1 / 85.1	16.5
2025 Baseline + Committed + Development				
Park Road (S) Left / Ahead	110.5 / 110.5	10.2	87.3 / 87.3	15.1
Park Road (S) Ahead	109.8	84.3	75.1	15.4
Park Road (N) Ahead	80.1	26.0	89.4	25.8
Park Road (N) Ahead / Right	0.0 / 110.2	52.0	86.8 / 86.8	12.9
Solent Road Right / Left	111.0 / 110.8	43.6	90.2 / 90.2	19.0
2026 Baseline + Committed + Development				
Park Road (S) Left / Ahead	111.2 / 111.2	106.1	87.8 / 87.8	15.3
Park Road (S) Ahead	111.1	90.1	75.9	15.6
Park Road (N) Ahead	80.8	26.6	90.4	26.6
Park Road (N) Ahead / Right	0.0 / 111.0	54.0	87.6 / 87.6	13.3
Solent Road Right / Left	111.7 / 111.9	46.1	90.9 / 90.9	19.6

5.3.5 **Tables 5.5 and 5.6** demonstrate that the Solent Road / Park Road signalised junction is forecast to operate within capacity in the PM peak hour period in all assessed scenarios, with and without development traffic. However, during the AM peak hour period, the junction is already operating at or just over capacity on certain arms in the 2020 baseline scenario. Traffic growth exacerbates this further into the 2023, 2025 and 2026 future baseline years, and the inclusion of development traffic has an immaterial impact upon these baseline conditions.

5.3.6 The lack of development impact is demonstrated further in terms of changes to the practical reserve capacity across all arms of the junction and over all scenarios, as per **Table 5.7**.

Table 5.7 Practical Reserve Capacity at Solent Road / Park Road Signalised Junction

Years	AM (08:00-09:00)	PM (17:00-18:00)
2020	-14.9	8.0
2023 Baseline + Committed	-18.3	6.0
2023 Baseline + Committed + Development	-17.7	4.9
2025 Baseline + Committed	-23.9	1.3
2025 Baseline + Committed + Development	-23.3	-0.2
2026 Baseline + Committed	-24.8	0.5
2026 Baseline + Committed + Development	-24.4	-1.0

5.3.7 **Table 5.7** further demonstrates the immaterial impact upon the operation of the junction in terms of the inclusion of development traffic, with changes to PRC having no notable impact.

5.3.8 Notwithstanding all of the above, as per the Havant Mainland Transport Assessment which forms part of the basis of the Emerging Local Plan, the application site is already included within the baseline reference case of the Havant Mainland Transport Assessment on the basis of being allocated for office development in the currently adopted Local Plan. On this basis and with the above additional evidence demonstrating the impact of the development proposals in isolation, no cumulative severe impact is identified.

5.4 Harts Farm Way and A27 'Teardrops Arrangement

5.4.1 HCC has queried the impact on Harts Farm Way and its relationship with the adjacent A27 'Teardrops' arrangement, including a suggestion that further discussions should be held with National Highways (formerly Highways England), as they are the managing body of the teardrop arrangement.

5.4.2 Following the above, mode has liaised directly with National Highways on the applicant's behalf, including by way of a video-conference meeting with the area officer, Patrick Blake on the 22nd September 2021.

5.4.3 Havant Borough Council has since formally consulted National Highways via Patrick Blake, and whilst this formal consultation response remains forthcoming, a clear steer has been offered by National Highways in relation to the impact of the development proposals at the A27 'teardrops' arrangement.

5.4.4 The in-principle view of National Highways (subject to a conclusive consultation response) is that the development proposals will both generate only a modest quantum of additional movements at the junction, and in any event these are already accounted for in the baseline reference case of Havant Mainland Transport Assessment and associated HBC / HCC led modelling of the junction.

5.4.5 The following is noted in particular from the Havant Mainland Transport Assessment in terms of Harts Farm Way and the A27 'teardrops' arrangement:

*"Traffic from Harts Farm Way joining the Teardrop junction experiences a 'significant' increase in operating V/C during the AM peak hour going from 71% in the Baseline to 86% in the Do Minimum. This is due to a flow increase of 140 PCUs on this approach. The same approach is over capacity in both Baseline and do Minimum, **but the relatively small V/C increase does not trigger an impact flag.**"*

Both currently, and in the future scenario, whilst the circulatory lane and the A27 off-slip are signalised and allow creation of gaps in the 'platoons' of traffic past Harts Farm Way, these are not sufficient to create adequate capacity for traffic exiting Harts Farm Way, which consequently queues back, especially in the PM peak.

As with Junction ID71 above, to facilitate traffic exiting Harts Farm Way from being 'blocked' by circulatory traffic, an express lane ('jet lane') has been modelled alongside the existing shared cycle route... This would in effect bypass the circulatory traffic and provide a 'free-flowing' lane for this approach. This arrangement will also help deal with the increase in circulatory traffic from the Rusty Cutter roundabout wishing to join the A27 (eastbound) following mitigation at that location."

5.4.6 The above confirms that the baseline and 'do minimum' scenarios (i.e. inclusive of the allocation site in the baseline reference case) would not "trigger an impact flag". Whilst it does give reference to a mitigation option, this is in relation to a package of mitigation measures being considered across the borough in relation to Emerging New Local Plan development, which is not considered relevant or applicable to these development proposals which align with the site allocation and its inclusion in the baseline reference case of the modelling.

5.4.7 On the basis of all of the above, the development traffic is already considered to be accommodated on the network and as part of strategic modelling assessments already undertaken by HBC / HCC. In any event, the quantum of development trips is very modest and it is understood that National Highways would have no in-principle concerns with respect to the ongoing operation of the teardrops arrangement in this regard. It should also be clarified that as National Highways manage the teardrop arrangement their views carries due weight.

6. Framework Travel Plan

6.1 Overview

6.1.1 HCC has provided commentary on the submitted Framework Travel Plan (FTP). Whilst it is suggested this commentary is addressed as part of the discharging of a condition expected to be applied to the planning permission by HBC, this chapter provides a response as to how these comments would be addressed.

6.2 Proposed Amendments

6.2.1 The following amendments will be made to the submitted FTP at the appropriate time:

- Consideration of and reference to the various policies and guidelines suggested by HCC.
- Preliminary liaisons with local cycle shops and public transport operators will be undertaken once a Travel Plan Coordinator (TPC) is in place, with this being actioned by PW at the appropriate time (as per the submitted FTP).
- Showers, changing facilities and lockers for storing clothes are subject to future occupier fit out requirements, including by PW, and the end provision will reflect the nature of individual units and their occupiers, although in the case of PW all of these elements are expected to be implemented and will be confirmed as part of finalising the FTP.
- Other suggested measures will be considered in detail as part of finalising the FTP.
- The Action Plan will be updated once the above is better established and costs are better understood, especially where relating to end occupier fit-out requirements.
- The role of the TPC will be fulfilled by PW and this will be considered further by them as part of finalising the FTP.
- Should a 35% response rate not be secured as part of the baseline surveys then discussions will take place with HCC regarding the carrying out of TRICS SAM or ATC surveys, plus snapshot surveys can be carried out in Years 2 and 4.
- Monitoring and approval can be included in the Section 106 agreement.

7. Summary

7.1.1 This Addendum to the submitted Transport Assessment has provided information confirming the following key aspects:

- An extended pedestrian and cycle audit to Bedhampton and Havant train stations has been undertaken, as requested by HCC. This demonstrates that existing, direct routes are available to these locations and with suitable infrastructure already in place to enable convenient access by site users.
- Personal Injury Collision (PIC) analysis has been updated with the most recent 5-year PIC records obtained from Hampshire Constabulary, at the request of HCC. This corroborates the Crashmap Pro analysis presented in the submitted TA and the same conclusions are drawn in this regard.
- HCC queries relating to the access and layout have been suitably responded to and where necessary drawings and the layout have been updated, including demonstrating suitable intervisibility between pedestrians and vehicles.
- Whilst it has been accepted by HCC that the proposed quantum of car parking is acceptable and accords with car parking standards, additional measures will be included in the final FTP to further ensure that PW staff parking only within the demise of the plot.
- Whilst no capacity or safety concerns have been raised by HCC in relation to the access arrangements and these being shared with the Bosmere Medical Centre moving forward, additional road markings are now included on the revised site layout to further assist.
- All junction models have been updated to include for a 2026 future year assessment, with and without development, including in an additional HCC accepted LinSig model of the Solent Road / Park Road signalised junction. All of this demonstrates there being no cumulative severe impact brought about by the development proposals on the local road network.
- mode has consulted National Highways (formerly Highways England) with respect to the development impact at the Harts Farm Way A27 'teardrops' arrangement (which National Highways manage). Whilst a formal consultation remains forthcoming, based upon dialogue with National Highways it is understood that they would not consider there to be a notable impact at this arrangement, especially where the site had been included in the baseline reference case of the Havant Mainland Transport Assessment on the basis that it is allocated for office development in the current Local Plan.
- Various amendments to the submitted Framework Travel Plan (FTP) are put forward in response to feedback on this by HCC, and it is suggested these are addressed prior to finalising the FTP for implementation by PW as owner of the FTP at the appropriate time.

APPENDICES

APPENDIX A

Revised Site Layout



NOTES

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Subject to Statutory Approvals.

Landscaping is indicative, please refer to Landscape Architect's drawing(s) for details of trees & planting

- KEY**
- 2M HIGH BLACK WELDMESH FENCE WITH MATCHING GATES
 - CHARCOAL BLOCK PAVING
 - BUFF BLOCK PAVING
 - CONCRETE
 - TARMAC
 - EXISTING TREES TO BE RETAINED
 - PROPOSED TREES
 - EV ELECTRIC CHARGING POINTS

C	White lining added	ED	18/10/2021
B	Eatern path extended	ED	21/09/2021
A	Eastern footpath extended to include crossing & tactile paving indicated to highways request	ED	21/09/2021
Rev	Description	Chk	Date

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RIBA **Chartered Practice**

cornisharchitects

Project Title.
SOLENT ROAD HAVANT

Drawing Title.
SITE PLAN AS PROPOSED

Drawing Status.
TOWN PLANNING

0 5 metres 40

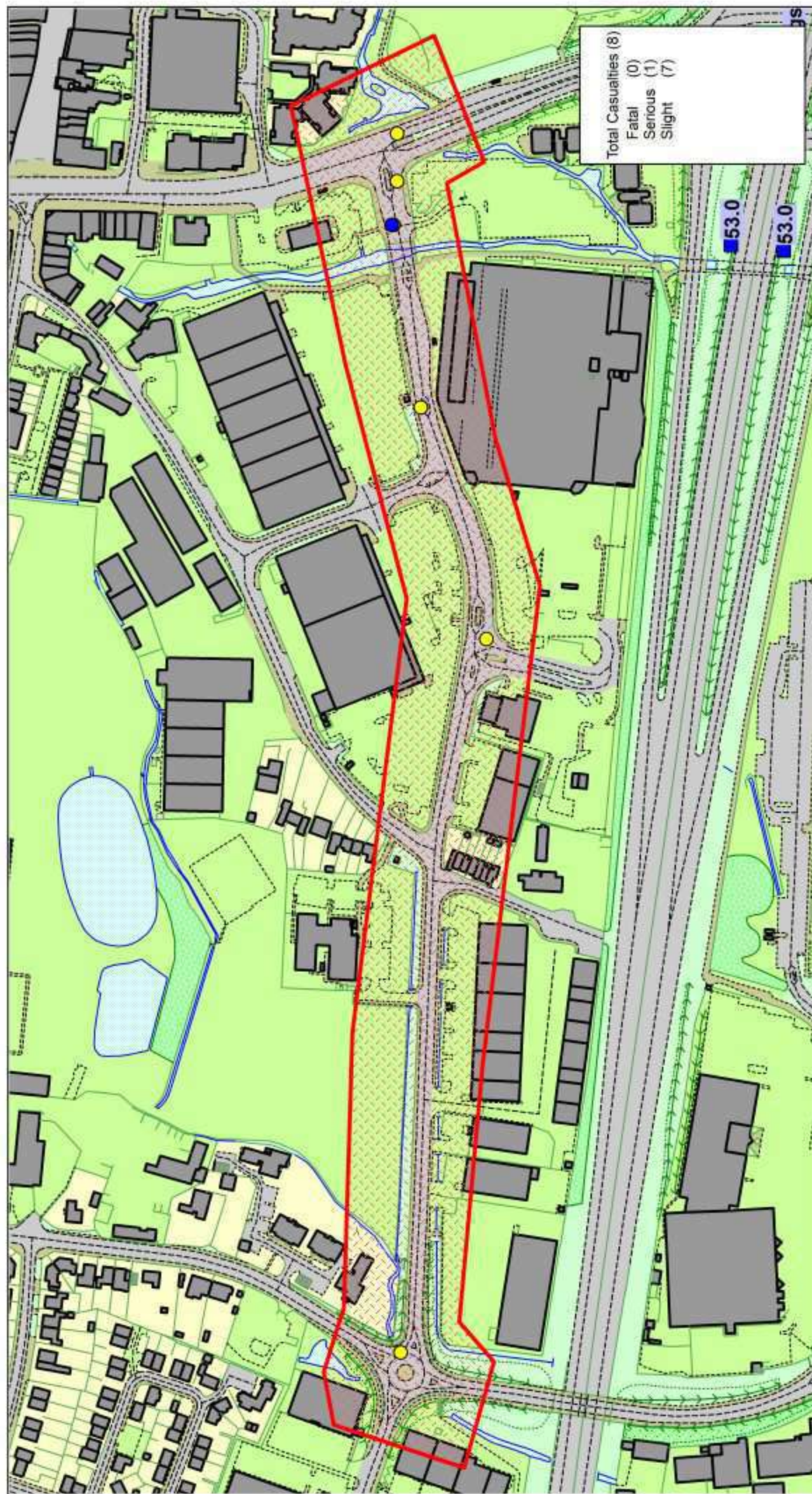
Drawn By. Scale. Date. Chk'd By.
R P 1:500 @ A2 14/10/2020 E D

Chancerygate
DEVELOPMENT AND ASSET MANAGEMENT

Drawing No. **19003 - TP - 003** Rev. **C**

APPENDIX B

PIC Data



	Solent Road, Havant	
	SCALE	1 : 2900
	DATE	26/01/2021
	DRAWING No.	
DRAWN BY		

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

Selected Polygon:AW SOLENT ROAD HAVANT BACS/SR/0121/004

160149855 20/04/2016 Time 1723 Vehicles 1 Casualties 1 Slight
E:471446 N: 106082 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING S ACROSS SOLENT ROAD WITH TRAFFIC AT A STANDSTILL STEPS IN
FRONT OF A STATIONARY VAN FAILING TO LOOK RIGHT AND COLLIDES WITH VEH 1 (M/CYCLE)
TRAVELLING NE ALONG SOLENT VAN.

Occurred on SOLENT ROAD OUTSIDE OF SOLENT RETAIL PARK, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Failed to provide Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In cent carr S bound
Driver's nearside

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

44170033008 26/01/2017 Time 1758 Vehicles 2 Casualties 1 Slight
E:471546 N: 106097 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	Very Likely
4th:	Exceeding speed limit	Vehicle 2	Very Likely
5th:			
6th:			

VEH 1 (CAR) TURNING RIGHT OUT OF CAR PARK TO TRAVEL E ALONG SOLENT ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG SOLENT ROAD HAS FAILED TO SEE VEH 1 SLOWLY ENTERING SOLENT ROAD AND COLLIDES.

Occurred on SOLENT ROAD AT JUNCTION WITH LANGSTONE GATE CAR PARK, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

44180135087 13/04/2018 Time 0635 Vehicles 2 Casualties 1 Slight
E:470928 N: 106093 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAVELLING N ALONG BROCKHAMPTON WAY, GOES RIGHT AROUND THE
ROUNDAABOUT TO ENTER SOLENT ROAD WHEN VEH1 (CAR) TRAVELLING S ALONG BROCKENHAMPTON
WAY ENTERS THE ROUNDAABOUT AND COLLIDES WITH VEH2.

Occurred on BROCKHAMPTON WAY, AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

44180244562 30/06/2018 Time 0810 Vehicles 2 Casualties 1 Slight
E:471570 N: 106095 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 2149
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING N ALONG B2149 PARK ROAD SOUTH, TURNS LEFT ONTO SOLENT ROAD AND COLLIDES WITH VEH 1 (P/CYCLE) TRAVELLING N ACROSS SOLENT ROAD ON PEDESTRIAN CROSSING. VEH 2 FAILED TO STOP.

Occurred on SOLENT ROAD AT JUNCTION WITH B2149 PARK ROAD SOUTH, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

44190175631 21/05/2019 Time 1720 Vehicles 1 Casualties 1 Slight
E:471596 N: 106095 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG B2149 PARK ROAD SOUTH AFTER TURNING RIGHT FROM SOLENT ROAD ENCROUCHING THE PEDESTRIAN CROSS AREA AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING E ACROSS B2149 PARK ROAD SOUTH ON PEDESTRIAN CROSSING.

Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing E bound
Driver's offside

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

44190381615 24/10/2019 Time 1515 Vehicles 2 Casualties 1 Slight
E:471319 N: 106046 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N OUT OF TESCO DROVE THROUGH A RED LIGHT ONTO SOLENT ROAD AND COLLIDED WITH VEH2 (CAR) TRAVELLING W ALONG SOLENT ROAD.

Occurred on SOLENT ROAD, AT JUNCTION WITH TESCO, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 83 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 83 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

44200095477 13/03/2020 Time 1623 Vehicles 2 Casualties 1 Serious
E:471546 N: 106098 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2149
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Cyclist entering road from pavement	Vehicle 2	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG SOLENT ROAD EDGING FORWARDS IN TRAFFIC COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING S ACROSS SOLENT ROAD IN BETWEEN VEHs.

Occurred on SOLENT ROAD AT JUNCTION WITH B2149 PARK ROAD NORTH, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

44200197446 02/06/2020 Time 1805 Vehicles 2 Casualties 1 Slight
E:471570 N: 106095 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Cyclist entering road from pavement	Vehicle 2	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAVELLING N ALONG B2149 PARK ROAD SOUTH ON PAVEMENT, ENTERS SOLENT ROAD BUT FAILS TO NOTICE GREEN FILTER LIGHT FOR TRAFFIC TURNING INTO SOLENT ROAD AND COLLIDES WITH VEH 1 (CAR) TURNING LEFT INTO SOLENT ROAD FROM B2149 PARK ROAD SOUTH
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/09/2015** and **31/08/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW SOLENT ROAD HAVANT BACS/SR/0121/004")

Notes:

Accidents involving:

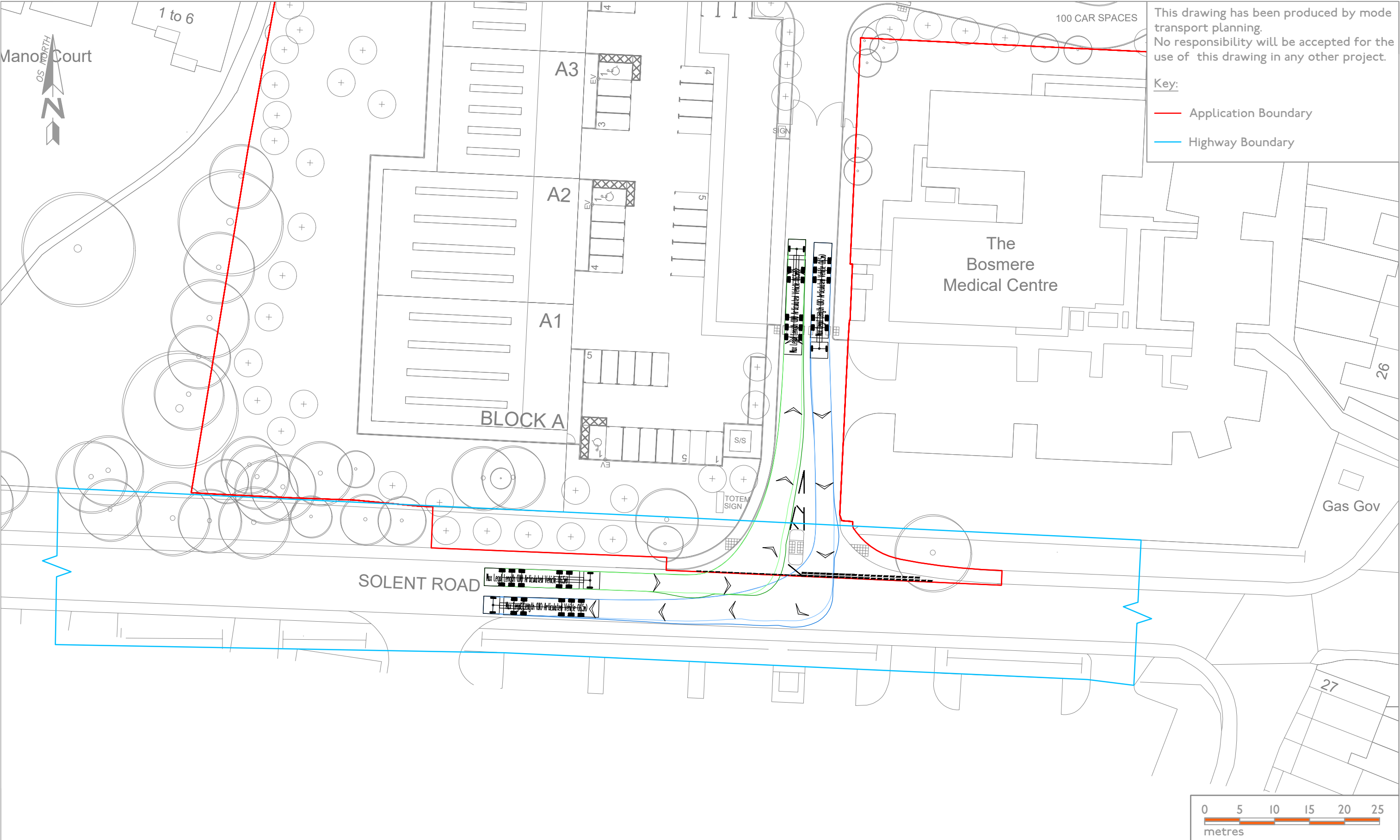
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	3	3
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	1	7	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	1	3	4
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	1	7	8

APPENDIX C

mode Drawings



drawing title

PROPOSED ACCESS

HGV TRACKING - LEFT IN / RIGHT OUT

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length2.550m

Overall Width3.681m

Min Body Ground Clearance0.41m

Max Track Width2.500m

Lock to lock time6.00s

Kerb to Kerb Turning Radius6.530m

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

mode transport planning

9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945

e info@modetransport.co.uk

w www.modetransport.co.uk

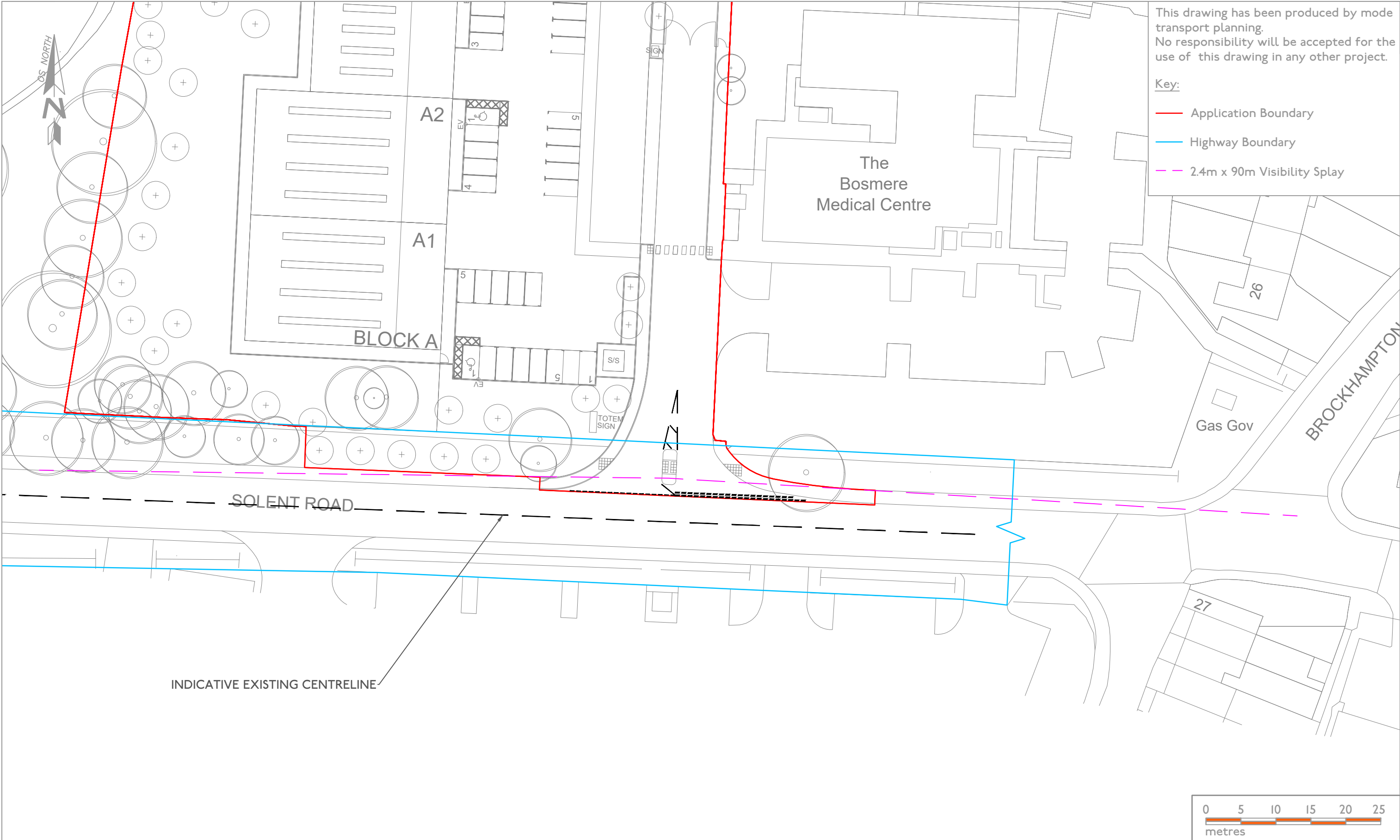
mode

transport planning

scale	1:500 @ A3				MASTERPLAN UPDATED MASTERPLAN UPDATED MASTERPLAN UPDATED REFUGE ISLAND WIDTH REDUCED TO 2m FIRST ISSUE
drawn	RJM				
checked	CH				
created	Nov 20				
	D	KB	CH	14/10/21	J32-5257-003
	C	RJM	CH	08/04/21	
	B	RJM	CH	17/03/21	
	A	RJM	CH	11/01/21	
	-	RJM	CH	19/11/20	
rev by rev by date					remarks
drawing no.					



drawing title PROPOSED ACCESS HGV TRACKING - RIGHT IN / LEFT OUT Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length 16.500m Overall Width 2.550m Overall Body Height 3.68m Min Body Ground Clearance 0.41m Max Track Width 2.500m Lock to lock time 6.00s Kerb to Kerb Turning Radius 6.530m	client CHANCERYGATE 9 Greyfriars Road Reading RG1 1NU mode transport planning t 0118 206 2945 e Info@modetransport.co.uk w www.modetransport.co.uk mode transport planning	scale	1:500 @ A3				D C B A - KB RJM RJM RJM RJM CH CH CH CH CH 14/10/21 08/04/21 17/03/21 08/01/21 19/11/20 MASTERPLAN UPDATED MASTERPLAN UPDATED MASTERPLAN UPDATED REFUGE ISLAND WIDTH REDUCED TO 2m FIRST ISSUE	
		drawn	RJM					
		checked	CH					
		created	Nov 20					
job title SOLENT ROAD, HAVANT		rev	rev	chk	by	by	date	remarks
		drawing no.						J32-5257-004

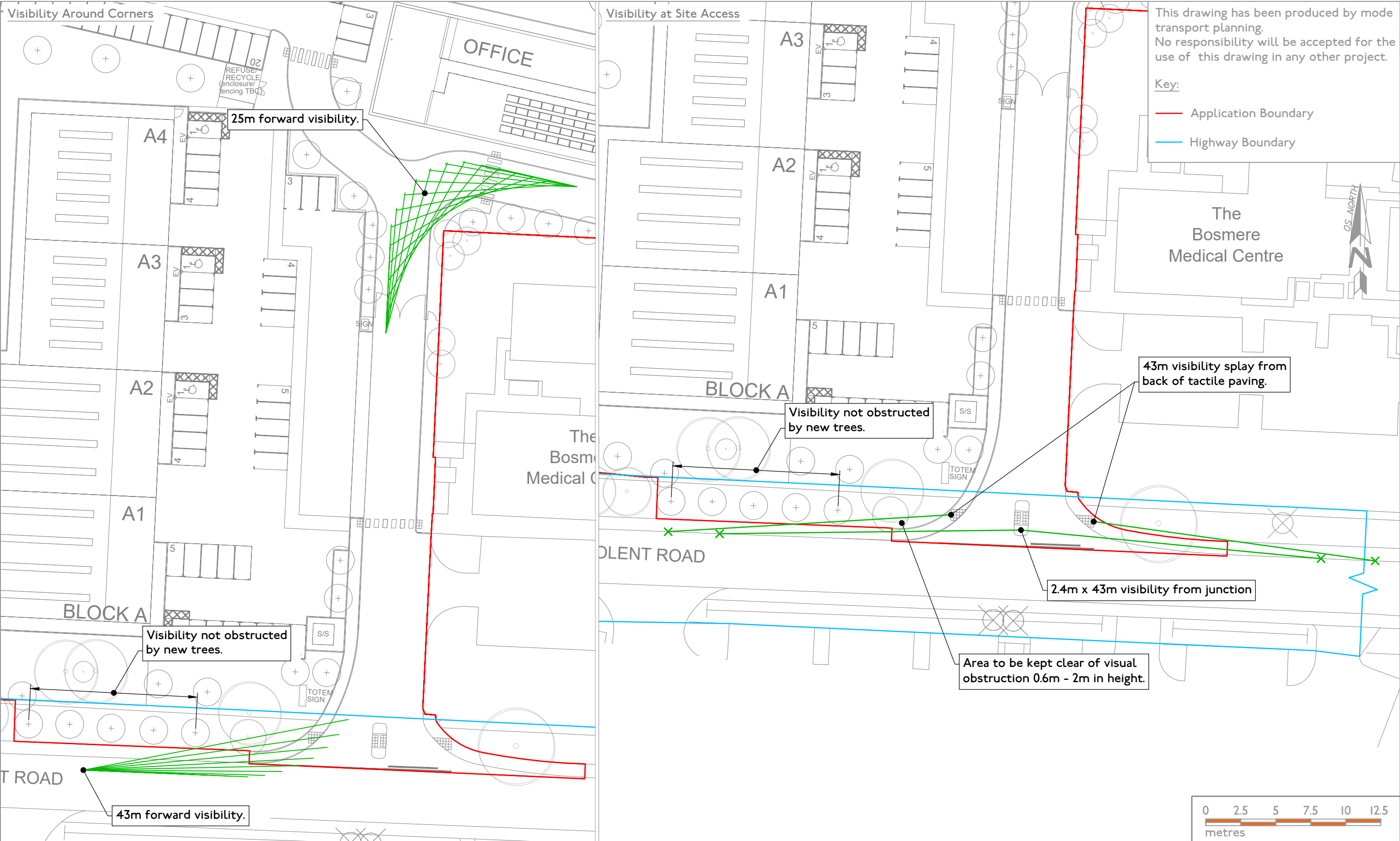


This drawing has been produced by mode transport planning. No responsibility will be accepted for the use of this drawing in any other project.

Key:

- Application Boundary
- Highway Boundary
- 2.4m x 90m Visibility Splay

drawing title	PROPOSED ACCESS		client	CHANCERYGATE		mode transport planning		scale	1:500 @ A3			D	KB	CH	14/10/21	MASTERPLAN UPDATED	
						9 Greyfriars Road		drawn	RJM			C	RJM	CH	08/04/21	MASTERPLAN UPDATED	
						Reading						B	RJM	CH	17/03/21	REFUGE ISLAND WIDTH REDUCED TO 2m	
						RG1 1NU						A	RJM	CH	08/01/21	FIRST ISSUE	
												-	RJM	CH	20/11/20		
		job title	SOLENT ROAD, HAVANT		t 0118 206 2945		mode	checked	CH			rev		rev		chk	
					e info@modetransport.co.uk							by		by		date	
					w www.modetransport.co.uk			created	Nov 20			drawing no.				remarks	
							transport planning								J32-5257-005		



This drawing has been produced by mode transport planning. No responsibility will be accepted for the use of this drawing in any other project.

- Key:
- Application Boundary
 - Highway Boundary

drawing title VISIBILITY AT ACCESS, CROSSING POINTS AND AROUND CORNERS	client CHANCERYGATE	mode transport planning 9 Greyfriars Road Reading RG1 1NU	mode transport planning	scale 1:250 @ A3	-	KB	CH	14/10/21	FIRST ISSUE
	job title SOLENT ROAD, HAVANT	t 0118 206 2945 e Info@modetransport.co.uk w www.modetransport.co.uk		drawn KB					
				checked CH	rev by	chk by	date	remarks	
			created Oct 21	drawing no. J32-5257-012					

APPENDIX D

Traffic Flow Matrices

Junction 1 - Site Access onto Solent Road													AM Peak Hour		
Future Baseline 2026 + Committed Development															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	103	0	5	78	0	5	112	0	11	112	0	25	406
B - Site Access (N)	0	0	0	5	0	11	5	0	7	5	0	7	16	0	25
C - Solent Road (E)	110	16	0	143	9	0	118	7	0	139	13	0	511	45	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	4	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	96	0	5	74	0	5	110	0	9	112	0	24	393
B - Site Access (N)	0	0	0	5	0	11	4	0	7	5	0	7	14	0	25
C - Solent Road (E)	109	16	0	139	9	0	116	7	0	139	13	0	503	45	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	110	0	5	85	0	5	113	0	12	112	0	26	420
B - Site Access (N)	0	0	0	5	0	11	6	0	7	5	0	7	17	0	25
C - Solent Road (E)	113	16	0	147	9	0	121	7	0	139	13	0	520	45	0

Junction 1 - Site Access onto Solent Road													AM Peak Hour		
Future Baseline 2026 + Committed Development + Development Proposals															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	103	0	14	78	0	14	112	0	19	112	0	59	406
B - Site Access (N)	1	0	1	7	0	12	7	0	8	7	0	8	22	0	30
C - Solent Road (E)	110	23	0	143	16	0	118	14	0	139	20	0	511	74	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	4	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	96	0	14	74	0	14	110	0	17	112	0	57	393
B - Site Access (N)	1	0	1	7	0	12	5	0	8	7	0	8	19	0	29
C - Solent Road (E)	109	23	0	139	16	0	116	14	0	139	20	0	503	74	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	9%	0%	0%	3%	3%
B - Site Access (N)	10%	0%	10%	2%	0%	1%	29%	0%	1%	2%	0%	1%	11%	0%	2%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	110	0	14	85	0	14	113	0	20	112	0	60	420
B - Site Access (N)	1	0	1	7	0	12	8	0	8	7	0	8	23	0	30
C - Solent Road (E)	113	23	0	147	16	0	121	14	0	139	20	0	520	74	0

Junction 1 - Site Access onto Solent Road													PM Peak Hour		
Future Baseline 2026 + Committed Development															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	128	0	3	127	0	3	108	0	1	74	0	9	436
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	30
C - Solent Road (E)	108	5	0	77	8	0	83	1	0	97	1	0	365	16	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	125	0	3	125	0	3	106	0	1	74	0	9	431
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	30
C - Solent Road (E)	104	5	0	74	8	0	81	1	0	94	1	0	353	16	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	133	0	3	129	0	3	108	0	1	74	0	9	444
B - Site Access (N)	3	0	9	4	0	7	1	0	8	0	0	5	8	0	30
C - Solent Road (E)	110	5	0	83	8	0	95	1	0	100	1	0	389	16	0

Junction 1 - Site Access onto Solent Road													PM Peak Hour		
Future Baseline 2026 + Committed Development + Development Proposals															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	128	0	4	127	0	4	108	0	3	74	0	15	436
B - Site Access (N)	11	0	16	11	0	14	9	0	15	8	0	12	39	0	57
C - Solent Road (E)	108	7	0	77	9	0	83	3	0	97	3	0	365	21	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	125	0	4	125	0	4	106	0	3	74	0	15	431
B - Site Access (N)	11	0	16	11	0	13	9	0	15	8	0	12	38	0	56
C - Solent Road (E)	104	7	0	74	9	0	81	3	0	94	3	0	353	21	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	1%	0%	1%	1%	0%	1%	1%	0%	1%	2%	0%	1%	1%	0%	1%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	133	0	4	129	0	4	108	0	3	74	0	15	444
B - Site Access (N)	11	0	16	12	0	14	9	0	15	8	0	12	40	0	57
C - Solent Road (E)	110	7	0	83	9	0	95	3	0	100	3	0	389	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout																	AM Peak Hour			
Future Baseline 2026 + Committed Development																				
	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	45	2	0	29	43	2	0	33	36	2	0	31	33	4	0	132	158	9
B - Solent Road (E)	11	0	96	11	20	0	105	24	14	2	105	16	24	0	92	29	69	2	398	80
C - Brockhampton Road (S)	38	69	0	13	29	58	0	20	18	81	0	11	24	92	0	20	109	301	0	63
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	9	0	11	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	4	0	0	2	2	2	0	0	0	2	0	0	2	0	0	4	7	4
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	45	2	0	27	43	2	0	33	29	2	0	31	31	4	0	129	148	9
B - Solent Road (E)	11	0	94	11	18	0	103	24	14	2	101	16	24	0	92	29	67	2	391	80
C - Brockhampton Road (S)	38	63	0	13	29	56	0	20	18	78	0	9	24	92	0	20	109	290	0	62
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	7	0	11	16	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	43	49	2	0	33	45	4	0	33	41	4	0	31	36	4	0	139	171	13
B - Solent Road (E)	11	0	98	11	21	0	108	25	14	2	110	16	24	0	92	29	70	2	408	81
C - Brockhampton Road (S)	38	73	0	13	29	61	0	20	20	83	0	13	24	92	0	20	110	309	0	66
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	10	0	11	16	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout																	AM Peak Hour			
Future Baseline 2026 + Committed Development + Development Proposals																				
	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	42	45	2	0	31	43	2	0	34	36	2	0	33	33	4	0	140	158	9
B - Solent Road (E)	11	0	97	11	20	0	106	24	15	2	106	16	24	0	93	29	70	2	403	80
C - Brockhampton Road (S)	38	76	0	13	29	65	0	20	18	88	0	11	24	99	0	20	109	328	0	63
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	9	0	11	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	4	0	0	2	2	2	0	0	0	2	0	0	2	0	0	4	7	4
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	45	2	0	29	43	2	0	34	29	2	0	33	31	4	0	136	148	9
B - Solent Road (E)	11	0	95	11	18	0	104	24	15	2	102	16	24	0	93	29	68	2	395	80
C - Brockhampton Road (S)	38	70	0	13	29	63	0	20	18	84	0	9	24	99	0	20	109	316	0	62
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	7	0	11	16	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	10	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	44	49	2	0	35	45	4	0	34	41	4	0	33	36	4	0	146	171	13
B - Solent Road (E)	11	0	100	11	21	0	109	25	15	2	111	16	24	0	94	29	71	2	413	81
C - Brockhampton Road (S)	38	80	0	13	29	68	0	20	20	90	0	13	24	99	0	20	110	337	0	66
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	10	0	11	16	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout																		PM Peak Hour			
Future Baseline 2026 + Committed Development																					
	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total				
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	20	18	0	0	32	20	1	0	20	18	0	0	98	67	4	
B - Solent Road (E)	36	3	77	3	23	1	66	1	32	1	51	3	27	0	81	0	119	5	275	7	
C - Brockhampton Road (S)	59	93	0	3	51	94	0	1	36	59	0	0	32	55	0	3	179	302	0	7	
D - Marples Way (W)	8	18	18	0	0	8	7	1	3	11	11	0	3	3	4	0	13	39	39	1	
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1	
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3	
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0	
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	20	16	0	0	32	20	1	0	20	18	0	0	98	66	4	
B - Solent Road (E)	35	3	75	1	23	1	63	1	31	1	50	3	27	0	79	0	116	5	268	5	
C - Brockhampton Road (S)	59	90	0	3	51	94	0	0	36	59	0	0	32	55	0	3	179	299	0	5	
D - Marples Way (W)	8	18	18	0	0	7	7	1	3	9	11	0	3	3	4	0	13	36	39	1	
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%	
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	20	19	0	0	32	22	1	0	20	18	0	0	98	70	4	
B - Solent Road (E)	38	3	77	5	23	1	70	1	34	1	60	3	27	0	83	0	121	5	290	9	
C - Brockhampton Road (S)	62	98	0	4	51	96	0	2	36	59	0	0	34	55	0	4	183	308	0	10	

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout																		PM Peak Hour			
Future Baseline 2026 + Committed Development + Development Proposals																					
	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total				
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	21	18	0	0	33	20	1	0	21	18	0	0	100	67	4	
B - Solent Road (E)	38	3	83	3	25	1	72	1	34	1	57	3	29	0	87	0	125	5	300	7	
C - Brockhampton Road (S)	59	94	0	3	51	95	0	1	36	60	0	0	32	56	0	3	179	306	0	7	
D - Marples Way (W)	8	18	18	0	0	8	7	1	3	11	11	0	3	3	4	0	13	39	39	1	
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1	
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3	
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0	
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	21	16	0	0	33	20	1	0	21	18	0	0	100	66	4	
B - Solent Road (E)	37	3	81	1	25	1	69	1	33	1	56	3	29	0	86	0	123	5	292	5	
C - Brockhampton Road (S)	59	91	0	3	51	95	0	0	36	60	0	0	32	56	0	3	179	304	0	5	
D - Marples Way (W)	8	18	18	0	0	7	7	1	3	9	11	0	3	3	4	0	13	36	39	1	
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	2%	20%	
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brockhampton Road (N)	0	26	12	3	0	21	19	0	0	33	22	1	0	21	18	0	0	100	70	4	
B - Solent Road (E)	39	3	84	5	25	1	76	1	35	1	66	3	29	0	89	0	128	5	315	9	
C - Brockhampton Road (S)	62	99	0	4	51	97	0	2	36	60	0	0	34	56	0	4	183	313	0	10	
D - Marples Way (W)	9	18	18	0	1	9	7	1	3	11	11	0	4	3	4	0	18	40	39	1	

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout																	AM Peak Hour			
Future Baseline 2026 + Committed Development																				
	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	38	87	0	14	33	96	0	18	43	94	2	13	24	96	4	65	138	373
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	24	0	14	36
C - Southmoor Lane	29	2	0	67	14	2	2	38	22	0	0	33	33	2	0	33	98	5	2	170
D - Harts Farm Way	89	22	69	0	80	36	91	0	80	22	94	0	100	16	51	2	348	96	304	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	4	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	4
B - Brookside Road	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	20
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	4	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	36	87	0	14	31	96	0	16	42	87	2	13	22	94	4	63	130	364
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	24	0	14	36
C - Southmoor Lane	27	2	0	56	14	2	2	33	20	0	0	31	33	0	0	27	94	4	2	147
D - Harts Farm Way	85	22	69	0	78	36	87	0	76	22	91	0	100	14	43	2	339	94	290	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	4	2	0	13
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	11
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	40	91	0	16	35	96	0	20	46	99	2	13	26	98	4	69	148	383
B - Brookside Road	4	0	2	13	9	0	4	29	9	0	7	9	2	0	2	5	24	0	14	56
C - Southmoor Lane	30	2	0	75	14	2	2	45	23	0	0	35	33	3	0	35	100	6	2	191
D - Harts Farm Way	92	24	69	0	82	38	94	0	83	24	97	0	101	20	56	2	359	105	316	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout																	AM Peak Hour			
Future Baseline 2026 + Committed Development + Development Proposals																				
	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	38	88	0	14	33	97	0	18	43	95	2	13	24	97	4	65	138	377
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	24	0	14	36
C - Southmoor Lane	29	2	0	67	14	2	2	38	22	0	0	33	33	2	0	33	98	5	2	170
D - Harts Farm Way	95	22	69	0	86	36	91	0	86	22	94	0	106	16	51	2	375	96	304	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	4	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	4
B - Brookside Road	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	20
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	4	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	36	88	0	14	31	97	0	16	42	88	2	13	22	95	4	63	130	368
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	24	0	14	36
C - Southmoor Lane	27	2	0	56	14	2	2	33	20	0	0	31	33	0	0	27	94	4	2	147
D - Harts Farm Way	92	22	69	0	84	36	87	0	83	22	91	0	106	14	43	2	365	94	290	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	6
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	4	2	0	13
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	6	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	11
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	2%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	40	92	0	16	35	97	0	20	46	100	2	13	26	99	4	69	148	388
B - Brookside Road	4	0	2	13	9	0	4	29	9	0	7	9	2	0	2	5	24	0	14	56
C - Southmoor Lane	30	2	0	75	14	2	2	45	23	0	0	35	33	3	0	35	100	6	2	191
D - Harts Farm Way	99	24	69	0	89	38	94	0	90	24	97	0	108	20	56	2	387	105	316	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout																		PM Peak Hour			
Future Baseline 2026 + Committed Development																					
	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total				
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	1	5	4	102	0	3	9	77	0	3	9	67	1	4	4	97	3	15	27	343	
B - Brookside Road	13	0	0	32	9	0	0	23	4	0	1	22	8	0	1	13	35	0	3	90	
C - Southmoor Lane	35	8	0	74	20	5	0	42	26	0	0	55	20	1	1	20	101	15	1	191	
D - Harts Farm Way	101	11	23	0	117	15	15	0	66	7	15	0	62	8	11	3	346	40	63	3	
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	11	
B - Brookside Road	3	0	0	3	0	0	0	7	0	0	0	7	0	0	0	4	3	0	0	20	
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9	
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	7	16	0	0	
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3	
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3	
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	1	5	3	102	0	1	9	74	0	3	8	67	1	4	3	97	3	13	23	341	
B - Brookside Road	13	0	0	32	9	0	0	20	4	0	0	20	8	0	1	13	35	0	1	86	
C - Southmoor Lane	32	8	0	73	20	5	0	38	26	0	0	47	20	1	0	19	98	15	0	176	
D - Harts Farm Way	101	11	19	0	116	13	13	0	66	7	12	0	62	7	11	3	345	38	55	3	
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8	
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	7	0	
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%	
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%	
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%	
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%	
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
A - Brookhampton Road	1	5	5	102	0	4	9	81	0	3	10	75	1	4	6	98	3	16	30	357	
B - Brookside Road	16	0	0	35	9	0	0	33	4	0	3	30	8	0	1	18	38	0	4	115	
C - Southmoor Lane	38	8	0	75	22	5	0	51	26	0	0	66	20	3	3	25	105	16	3	216	
D - Harts Farm Way	105	15	27	0	118	25	17	0	66	8	18	0	65	13	11	3	353	60	73	3	

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout																	PM Peak Hour			
Future Baseline 2026 + Committed Development + Development Proposals																				
	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	109	0	3	9	83	0	3	9	74	1	4	4	103	3	15	27	368
B - Brookside Road	13	0	0	32	9	0	0	23	4	0	1	22	8	0	1	13	35	0	3	90
C - Southmoor Lane	35	8	0	74	20	5	0	42	26	0	0	55	20	1	1	20	101	15	1	191
D - Harts Farm Way	102	11	23	0	118	15	15	0	67	7	15	0	63	8	11	3	351	40	63	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	11
B - Brookside Road	3	0	0	3	0	0	0	7	0	0	0	7	0	0	0	4	3	0	0	20
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	7	16	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	108	0	1	9	80	0	3	8	73	1	4	3	103	3	13	23	365
B - Brookside Road	13	0	0	32	9	0	0	20	4	0	0	20	8	0	1	13	35	0	1	86
C - Southmoor Lane	32	8	0	73	20	5	0	38	26	0	0	47	20	1	0	19	98	15	0	176
D - Harts Farm Way	102	11	19	0	117	13	13	0	67	7	12	0	63	7	11	3	349	38	55	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	7	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	5	109	0	4	9	87	0	3	10	82	1	4	6	105	3	16	30	382
B - Brookside Road	16	0	0	35	9	0	0	33	4	0	3	30	8	0	1	18	38	0	4	115
C - Southmoor Lane	38	8	0	75	22	5	0	51	26	0	0	66	20	3	3	25	105	16	3	216
D - Harts Farm Way	106	15	27	0	119	25	17	0	67	8	18	0	66	13	11	3	358	60	73	3

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Baseline 2020 ("Normal")															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	153	291	0	155	313	0	175	310	0	201	321	0	684	1235
B - Solent Road (W)	75	0	53	65	0	42	65	0	68	75	0	70	280	0	233
C - Park Road South (N)	210	95	0	196	122	0	198	125	0	243	153	0	847	495	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	13
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	150	278	0	153	303	0	175	296	0	201	301	0	679	1179
B - Solent Road (W)	72	0	47	62	0	42	63	0	68	73	0	70	270	0	226
C - Park Road South (N)	200	93	0	191	117	0	183	123	0	228	153	0	803	486	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	3	13
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	8
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	156	304	0	156	325	0	175	322	0	201	342	0	688	1293
B - Solent Road (W)	78	0	59	68	0	45	66	0	72	77	0	70	289	0	245
C - Park Road South (N)	222	96	0	201	129	0	211	130	0	257	153	0	891	508	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Baseline 2020 ("Normal")															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	99	188	0	114	183	0	119	191	0	97	189	0	430	750
B - Solent Road (W)	176	0	91	142	0	62	129	0	60	123	0	84	570	0	297
C - Park Road South (N)	194	70	0	191	73	0	189	65	0	174	56	0	748	263	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	2	1	0	1	0	0	4	2
B - Solent Road (W)	1	0	2	0	0	1	1	0	2	0	0	0	2	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	2	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	2	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	2	0	0	2	0	0	7	2	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	98	184	0	114	181	0	119	185	0	94	180	0	426	730
B - Solent Road (W)	174	0	88	139	0	61	128	0	58	123	0	83	564	0	291
C - Park Road South (N)	190	66	0	188	72	0	185	63	0	169	56	0	732	257	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	2	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	7
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	2	0	0	2	0	0	1	0	0	2	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	101	191	0	114	185	0	122	199	0	100	197	0	437	772
B - Solent Road (W)	180	0	96	143	0	65	131	0	63	123	0	86	577	0	309
C - Park Road South (N)	199	73	0	195	76	0	193	66	0	179	58	0	765	274	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2023 + Committed Development															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	158	300	0	159	322	0	180	319	0	207	331	0	704	1271
B - Solent Road (W)	77	0	55	67	0	43	67	0	70	77	0	72	288	0	240
C - Park Road South (N)	216	98	0	202	125	0	204	129	0	250	158	0	872	509	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	154	286	0	158	312	0	180	305	0	207	310	0	699	1213
B - Solent Road (W)	74	0	48	63	0	43	65	0	70	75	0	72	278	0	233
C - Park Road South (N)	206	96	0	197	120	0	188	127	0	235	158	0	826	500	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	3	14
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	161	313	0	160	334	0	180	331	0	207	352	0	708	1331
B - Solent Road (W)	80	0	60	70	0	46	68	0	74	80	0	72	297	0	252
C - Park Road South (N)	228	99	0	207	133	0	217	134	0	264	158	0	917	523	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2023 + Committed Development															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	102	193	0	117	188	0	123	197	0	100	194	0	442	771
B - Solent Road (W)	181	0	93	146	0	64	133	0	61	126	0	87	586	0	305
C - Park Road South (N)	199	71	0	197	75	0	194	66	0	179	57	0	769	271	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	101	189	0	117	186	0	123	190	0	97	185	0	438	751
B - Solent Road (W)	179	0	91	143	0	63	132	0	60	126	0	86	580	0	299
C - Park Road South (N)	195	68	0	193	74	0	190	65	0	174	57	0	752	264	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	103	196	0	117	190	0	125	204	0	103	203	0	449	794
B - Solent Road (W)	185	0	98	147	0	66	135	0	65	126	0	88	593	0	318
C - Park Road South (N)	204	75	0	200	78	0	198	68	0	184	60	0	786	282	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2023 + Committed Development + Development Proposals															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	163	300	0	164	322	0	185	319	0	212	331	0	724	1271
B - Solent Road (W)	78	0	55	68	0	43	68	0	71	78	0	72	291	0	241
C - Park Road South (N)	216	100	0	202	128	0	204	131	0	250	160	0	872	519	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	159	286	0	162	312	0	185	305	0	212	310	0	718	1213
B - Solent Road (W)	74	0	48	64	0	43	66	0	71	76	0	72	280	0	234
C - Park Road South (N)	206	98	0	197	122	0	188	129	0	235	160	0	826	510	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	4	14
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	166	313	0	165	334	0	185	331	0	212	352	0	729	1331
B - Solent Road (W)	81	0	61	71	0	47	68	0	74	80	0	72	300	0	254
C - Park Road South (N)	228	101	0	207	135	0	217	136	0	264	160	0	917	533	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2023 + Committed Development + Development Proposals															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	103	193	0	118	188	0	123	197	0	100	194	0	445	771
B - Solent Road (W)	186	0	96	150	0	66	137	0	64	131	0	89	604	0	314
C - Park Road South (N)	199	72	0	197	76	0	194	67	0	179	58	0	769	272	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	102	189	0	118	186	0	123	190	0	98	185	0	441	751
B - Solent Road (W)	183	0	93	147	0	65	136	0	62	131	0	88	597	0	308
C - Park Road South (N)	195	68	0	193	74	0	190	66	0	174	58	0	752	266	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	104	196	0	118	190	0	126	204	0	104	203	0	452	794
B - Solent Road (W)	189	0	101	152	0	69	139	0	67	131	0	90	612	0	327
C - Park Road South (N)	204	76	0	200	78	0	198	69	0	184	60	0	786	283	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2025 + Committed Development															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	165	314	0	167	338	0	189	334	0	217	347	0	738	1333
B - Solent Road (W)	81	0	57	70	0	45	70	0	74	81	0	75	302	0	251
C - Park Road South (N)	226	102	0	212	131	0	214	135	0	262	165	0	914	533	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	162	300	0	165	327	0	189	320	0	217	325	0	733	1271
B - Solent Road (W)	77	0	50	66	0	45	68	0	74	79	0	75	291	0	244
C - Park Road South (N)	216	101	0	207	126	0	198	133	0	246	165	0	866	524	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	168	328	0	168	350	0	189	347	0	217	369	0	742	1395
B - Solent Road (W)	84	0	63	73	0	48	71	0	77	84	0	75	312	0	265
C - Park Road South (N)	239	103	0	217	139	0	227	140	0	277	165	0	961	548	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2025 + Committed Development															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	107	202	0	123	196	0	128	206	0	104	203	0	462	807
B - Solent Road (W)	190	0	98	152	0	67	139	0	64	132	0	91	613	0	319
C - Park Road South (N)	208	75	0	206	79	0	203	69	0	187	60	0	804	283	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	198	0	123	195	0	128	199	0	102	194	0	458	786
B - Solent Road (W)	187	0	95	150	0	65	138	0	63	132	0	90	607	0	313
C - Park Road South (N)	204	71	0	202	77	0	199	68	0	182	60	0	787	277	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	205	0	123	199	0	131	214	0	108	212	0	470	830
B - Solent Road (W)	193	0	103	154	0	69	141	0	68	132	0	92	621	0	333
C - Park Road South (N)	214	79	0	210	81	0	207	71	0	192	63	0	823	295	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2025 + Committed Development + Development Proposals															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	170	314	0	172	338	0	193	334	0	222	347	0	758	1333
B - Solent Road (W)	81	0	58	71	0	45	71	0	74	81	0	76	304	0	253
C - Park Road South (N)	226	105	0	212	134	0	214	137	0	262	168	0	914	543	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	166	300	0	170	327	0	193	320	0	222	325	0	751	1271
B - Solent Road (W)	78	0	51	67	0	45	69	0	74	80	0	76	294	0	246
C - Park Road South (N)	216	103	0	207	128	0	198	135	0	246	168	0	866	534	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	174	328	0	173	350	0	194	347	0	222	369	0	763	1395
B - Solent Road (W)	85	0	64	74	0	49	72	0	78	84	0	76	314	0	266
C - Park Road South (N)	239	106	0	217	142	0	227	143	0	277	168	0	961	558	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2025 + Committed Development + Development Proposals															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	202	0	124	196	0	129	206	0	105	203	0	466	807
B - Solent Road (W)	194	0	100	157	0	69	143	0	66	137	0	93	631	0	329
C - Park Road South (N)	208	75	0	206	79	0	203	70	0	187	61	0	804	285	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	198	0	124	195	0	129	199	0	102	194	0	462	786
B - Solent Road (W)	191	0	97	154	0	68	142	0	65	137	0	92	624	0	322
C - Park Road South (N)	204	71	0	202	78	0	199	69	0	182	61	0	787	278	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	109	205	0	124	199	0	132	214	0	109	212	0	473	830
B - Solent Road (W)	198	0	105	159	0	72	146	0	70	137	0	95	639	0	342
C - Park Road South (N)	214	79	0	210	82	0	207	72	0	192	63	0	823	296	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2026 + Committed Development															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	167	317	0	168	340	0	190	337	0	219	349	0	744	1343
B - Solent Road (W)	81	0	58	71	0	45	71	0	74	81	0	76	304	0	253
C - Park Road South (N)	228	103	0	214	132	0	215	136	0	264	167	0	921	538	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	163	302	0	167	329	0	190	322	0	219	328	0	739	1282
B - Solent Road (W)	78	0	51	67	0	45	69	0	74	80	0	76	293	0	246
C - Park Road South (N)	217	101	0	208	127	0	199	134	0	248	167	0	873	529	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	24
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	24	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	170	331	0	169	353	0	190	350	0	219	372	0	748	1406
B - Solent Road (W)	85	0	64	74	0	49	72	0	78	84	0	76	314	0	267
C - Park Road South (N)	241	104	0	219	140	0	229	141	0	279	167	0	969	552	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2026 + Committed Development															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	203	0	124	198	0	129	207	0	105	205	0	466	813
B - Solent Road (W)	191	0	98	154	0	67	140	0	65	133	0	92	618	0	322
C - Park Road South (N)	210	75	0	207	79	0	205	70	0	189	61	0	811	285	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	199	0	124	197	0	129	201	0	102	195	0	462	792
B - Solent Road (W)	189	0	96	151	0	66	139	0	63	133	0	90	611	0	315
C - Park Road South (N)	206	71	0	203	78	0	201	69	0	183	61	0	793	279	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	109	207	0	124	201	0	132	215	0	109	214	0	474	837
B - Solent Road (W)	195	0	104	156	0	70	142	0	69	133	0	93	626	0	335
C - Park Road South (N)	215	79	0	211	82	0	209	72	0	194	63	0	830	297	0

Junction 7 - Solent Road / Park Road South Signalised Junction													AM Peak Hour		
Future Baseline 2026 + Committed Development + Development Proposals															
	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	171	317	0	173	340	0	195	337	0	224	349	0	764	1343
B - Solent Road (W)	82	0	58	71	0	46	71	0	75	82	0	76	307	0	255
C - Park Road South (N)	228	106	0	214	135	0	215	138	0	264	169	0	921	548	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	168	302	0	171	329	0	195	322	0	224	328	0	757	1282
B - Solent Road (W)	79	0	51	68	0	46	69	0	75	80	0	76	296	0	248
C - Park Road South (N)	217	104	0	208	129	0	199	136	0	248	169	0	873	539	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	24
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	24	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	175	331	0	174	353	0	195	350	0	224	372	0	769	1406
B - Solent Road (W)	85	0	64	75	0	49	72	0	78	85	0	76	317	0	268
C - Park Road South (N)	241	107	0	219	143	0	229	144	0	279	169	0	969	562	0

Junction 7 - Solent Road / Park Road South Signalised Junction													PM Peak Hour		
Future Baseline 2026 + Committed Development + Development Proposals															
	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	109	203	0	125	198	0	130	207	0	106	205	0	469	813
B - Solent Road (W)	196	0	101	158	0	70	145	0	67	138	0	94	636	0	331
C - Park Road South (N)	210	76	0	207	80	0	205	70	0	189	61	0	811	287	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	107	199	0	125	197	0	130	201	0	103	195	0	465	792
B - Solent Road (W)	193	0	98	155	0	68	143	0	66	138	0	93	629	0	324
C - Park Road South (N)	206	72	0	203	79	0	201	69	0	183	61	0	793	281	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	110	207	0	125	201	0	133	215	0	110	214	0	477	837
B - Solent Road (W)	200	0	106	160	0	72	147	0	71	138	0	95	644	0	345
C - Park Road South (N)	215	80	0	211	83	0	209	72	0	194	64	0	830	299	0

APPENDIX E

Modelling Outputs

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462											
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Filename: 211012 325257 Site Access.j9

Path: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9

Report generation date: 12/10/2021 14:23:08

«2026 Base + Development, PM

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
Stream B-C	D1	0.1	6.85	0.07	A	93 % [Stream B-A]	D2	0.1	6.74	0.06	A	121 % [Stream B-A]
Stream B-A		0.1	14.02	0.07	B			0.0	12.52	0.05	B	
Stream C-AB		0.3	4.89	0.14	A			0.1	5.01	0.06	A	
	2023 Base											
Stream B-C	D3	0.1	6.88	0.07	A	99 % [Stream B-A]	D4	0.1	6.78	0.06	A	112 % [Stream B-A]
Stream B-A		0.1	12.20	0.07	B			0.0	12.51	0.05	B	
Stream C-AB		0.3	4.89	0.14	A			0.1	5.04	0.07	A	
	2026 Base											
Stream B-C	D5	0.1	6.97	0.07	A	79 % [Stream B-A]	D6	0.1	6.82	0.06	A	103 % [Stream B-A]
Stream B-A		0.1	14.77	0.07	B			0.1	12.86	0.05	B	
Stream C-AB		0.3	4.89	0.15	A			0.1	5.01	0.07	A	
	2023 Base + Development											
Stream B-C	D7	0.1	7.25	0.08	A	74 % [Stream B-A]	D8	0.1	7.71	0.12	A	85 % [Stream B-A]
Stream B-A		0.1	14.63	0.09	B			0.2	13.09	0.14	B	
Stream C-AB		0.5	5.38	0.21	A			0.1	5.10	0.08	A	
	2026 Base + Development											
Stream B-C	D9	0.1	7.32	0.08	A	66 % [Stream B-A]	D10	0.1	7.83	0.12	A	77 % [Stream B-A]
Stream B-A		0.1	15.37	0.10	C			0.2	13.55	0.14	B	
Stream C-AB		0.5	5.35	0.22	A			0.2	5.08	0.08	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Solent Road, Havant
Location	Site Access
Site number	1
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	77	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Solent Road W		Major
B	Site Access		Minor
C	Solent Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.69			175.5	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.43	5.16	5.16	5.16	✓	3.00	26	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	122.385	0.083	0.209	0.131	0.298
B-C	170.098	0.097	0.244	-	-
C-B	168.898	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To		
		A	B	C
17:00 - 17:15	From A	0.00	4.00	133.00
	From B	11.00	0.00	16.00
	From C	110.00	7.00	0.00

Demand (PCU/TS)

		To		
		A	B	C
17:15 - 17:30	From A	0.00	4.00	129.00
	From B	12.00	0.00	14.00
	From C	83.00	9.00	0.00

Demand (PCU/TS)

		To		
		A	B	C
17:30 - 17:45	From A	0.00	4.00	108.00
	From B	9.00	0.00	15.00
	From C	95.00	3.00	0.00

Demand (PCU/TS)

		To		
		A	B	C
17:45 - 18:00	From A	0.00	3.00	74.00
	From B	8.00	0.00	12.00
	From C	100.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
17:00 - 17:15	From A	0	0	0
	From B	1	0	1
	From C	3	0	0

Heavy Vehicle Percentages

		To		
		A	B	C
17:15 - 17:30	From A	0	0	1
	From B	1	0	1
	From C	0	0	0

Heavy Vehicle Percentages

		To		
		A	B	C
17:30 - 17:45	From A	0	0	1
	From B	1	0	1
	From C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
	A	0	0	0
	B	2	0	1
From	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.12	7.83	0.1	A	14.25	57.00
B-A	0.14	13.55	0.2	B	10.00	40.00
C-AB	0.08	5.08	0.2	A	10.37	41.47
C-A					92.13	368.53
A-B					3.75	15.00
A-C					111.00	444.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	132.37	0.121	15.86	0.0	0.1	7.796	A
B-A	11.00	11.00	77.75	0.141	10.84	0.0	0.2	13.554	B
C-AB	14.51	14.51	212.51	0.068	14.39	0.0	0.1	4.612	A
C-A	102.49	102.49			102.49				
A-B	4.00	4.00			4.00				
A-C	133.00	133.00			133.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	130.13	0.108	14.01	0.1	0.1	7.829	A
B-A	12.00	12.00	83.52	0.144	12.00	0.2	0.2	12.709	B
C-AB	15.75	15.75	194.48	0.081	15.71	0.1	0.2	5.078	A
C-A	76.25	76.25			76.25				
A-B	4.00	4.00			4.00				
A-C	129.00	129.00			129.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	141.20	0.106	15.00	0.1	0.1	7.202	A
B-A	9.00	9.00	84.94	0.106	9.05	0.2	0.1	11.986	B
C-AB	5.62	5.62	206.86	0.027	5.74	0.2	0.0	4.487	A
C-A	92.38	92.38			92.38				
A-B	4.00	4.00			4.00				
A-C	108.00	108.00			108.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	148.78	0.081	12.03	0.1	0.1	6.647	A
B-A	8.00	8.00	92.39	0.087	8.02	0.1	0.1	10.822	B
C-AB	5.58	5.58	216.85	0.026	5.59	0.0	0.0	4.291	A
C-A	97.42	97.42			97.42				
A-B	3.00	3.00			3.00				
A-C	74.00	74.00			74.00				

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: 211012 325257 Solent Road Brockhampton Rd roundabout.j9

Path: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9

Report generation date: 12/10/2021 15:05:41

-
- »2020 Base, AM
 - »2020 Base, PM
 - »2023 Base, AM
 - »2023 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2023 Base + Development, AM
 - »2023 Base + Development, PM
 - »2026 Base + Development, AM
 - »2026 Base + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base								
1 - Brockhampton Road N	0.5	4.90	0.31	A	0.2	4.46	0.19	A
2 - Solent Rd	0.8	5.14	0.44	A	0.5	4.14	0.34	A
3 - Brockhampton Road S	0.8	5.83	0.44	A	1.1	6.75	0.53	A
4 - Marples Way	0.1	4.16	0.06	A	0.2	5.33	0.20	A
2023 Base								
1 - Brockhampton Road N	0.5	5.01	0.32	A	0.2	4.40	0.19	A
2 - Solent Rd	0.9	5.30	0.46	A	0.6	4.28	0.35	A
3 - Brockhampton Road S	0.8	5.76	0.45	A	1.2	6.73	0.54	A
4 - Marples Way	0.1	4.44	0.06	A	0.3	5.51	0.21	A
2026 Base								
1 - Brockhampton Road N	0.5	5.23	0.35	A	0.3	4.56	0.20	A
2 - Solent Rd	1.0	5.62	0.49	A	0.6	4.46	0.37	A
3 - Brockhampton Road S	0.9	6.19	0.48	A	1.3	7.24	0.57	A
4 - Marples Way	0.1	4.58	0.06	A	0.3	5.78	0.22	A
2023 Base + Development								
1 - Brockhampton Road N	0.5	5.16	0.33	A	0.2	4.44	0.19	A
2 - Solent Rd	0.9	5.33	0.46	A	0.6	4.45	0.38	A
3 - Brockhampton Road S	0.9	6.05	0.48	A	1.2	6.81	0.55	A
4 - Marples Way	0.1	4.53	0.06	A	0.3	5.55	0.21	A
2026 Base + Development								
1 - Brockhampton Road N	0.6	5.37	0.35	A	0.3	4.57	0.21	A
2 - Solent Rd	1.0	5.66	0.49	A	0.7	4.64	0.40	A
3 - Brockhampton Road S	1.0	6.50	0.51	A	1.3	7.33	0.58	A
4 - Marples Way	0.1	4.67	0.06	A	0.3	5.83	0.23	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	12/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2023 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D8	2023 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D9	2026 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2026 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brockhampton Road N	
2	Solent Rd	
3	Brockhampton Road S	
4	Marples Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brockhampton Road N	3.27	4.66	6.7	25.7	34.0	29.0	
2 - Solent Rd	3.56	4.64	8.0	52.9	23.6	19.0	
3 - Brockhampton Road S	3.48	4.01	5.1	29.4	24.5	14.0	
4 - Marples Way	3.30	4.02	7.4	38.7	33.1	9.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Road N	0.568	315.436
2 - Solent Rd	0.622	349.213
3 - Brockhampton Road S	0.594	314.639
4 - Marples Way	0.597	319.196

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	39.00	45.00	2.00
	2 - Solent Rd	10.00	0.00	90.00	10.00
	3 - Brockhampton Road S	35.00	67.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	42.00	3.00
	2 - Solent Rd	19.00	0.00	99.00	23.00
	3 - Brockhampton Road S	27.00	56.00	0.00	18.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	37.00	3.00
	2 - Solent Rd	13.00	2.00	101.00	15.00
	3 - Brockhampton Road S	18.00	77.00	0.00	12.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	28.00	33.00	3.00
	2 - Solent Rd	22.00	0.00	85.00	27.00
	3 - Brockhampton Road S	22.00	85.00	0.00	18.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0	3	3	0
	2 - Solent Rd	3	0	1	0
	3 - Brockhampton Road S	0	4	0	3
	4 - Marples Way	0	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.31	4.90	0.5	A	73.75	295.00
2 - Solent Rd	0.44	5.14	0.8	A	129.00	516.00
3 - Brockhampton Road S	0.44	5.83	0.8	A	111.75	447.00
4 - Marples Way	0.06	4.16	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	86.00	86.00	70.61	275.30	0.312	85.54	46.75	0.0	0.5	4.836	A
2 - Solent Rd	110.00	110.00	48.74	318.91	0.345	109.47	107.41	0.0	0.5	4.357	A
3 - Brockhampton Road S	114.00	114.00	21.89	301.65	0.378	113.37	136.32	0.0	0.6	4.982	A
4 - Marples Way	6.00	6.00	111.39	252.65	0.024	5.98	23.87	0.0	0.0	3.647	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	75.00	75.00	66.04	277.90	0.270	75.08	50.97	0.5	0.4	4.543	A
2 - Solent Rd	141.00	141.00	50.01	318.12	0.443	140.73	91.11	0.5	0.8	5.137	A
3 - Brockhampton Road S	101.00	101.00	44.85	288.02	0.351	101.08	145.89	0.6	0.6	4.897	A
4 - Marples Way	15.00	15.00	102.05	258.23	0.058	14.96	43.88	0.0	0.1	3.699	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	70.00	70.00	84.89	267.18	0.262	70.00	34.09	0.4	0.4	4.901	A
2 - Solent Rd	131.00	131.00	43.02	322.47	0.406	131.10	111.87	0.8	0.7	4.779	A
3 - Brockhampton Road S	107.00	107.00	33.08	295.01	0.363	106.96	141.04	0.6	0.6	5.006	A
4 - Marples Way	9.00	9.00	109.96	253.51	0.036	9.02	30.08	0.1	0.0	3.680	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	64.00	64.00	98.85	259.25	0.247	64.04	43.92	0.4	0.3	4.744	A
2 - Solent Rd	134.00	134.00	45.00	321.24	0.417	133.98	117.90	0.7	0.7	4.860	A
3 - Brockhampton Road S	125.00	125.00	51.90	283.84	0.440	124.79	127.08	0.6	0.8	5.827	A
4 - Marples Way	14.00	14.00	128.80	242.25	0.058	13.97	47.89	0.0	0.1	4.162	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	24.00	11.00	2.00
	2 - Solent Rd	35.00	2.00	71.00	4.00
	3 - Brockhampton Road S	57.00	91.00	0.00	4.00
	4 - Marples Way	9.00	16.00	16.00	0.00

Demand (PCU/TS)

17:15 -
17:30

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	19.00	17.00	0.00
	2 - Solent Rd	21.00	1.00	65.00	1.00
	3 - Brockhampton Road S	47.00	88.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	30.00	20.00	1.00
	2 - Solent Rd	31.00	1.00	55.00	2.00
	3 - Brockhampton Road S	34.00	55.00	0.00	0.00
	4 - Marples Way	2.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	16.00	0.00
	2 - Solent Rd	25.00	0.00	76.00	0.00
	3 - Brockhampton Road S	31.00	51.00	0.00	4.00
	4 - Marples Way	4.00	2.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.19	4.46	0.2	A	39.75	159.00
2 - Solent Rd	0.34	4.14	0.5	A	97.50	390.00
3 - Brockhampton Road S	0.53	6.75	1.1	A	116.00	464.00
4 - Marples Way	0.20	5.33	0.2	A	22.50	90.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	37.00	37.00	124.12	244.88	0.151	36.82	100.36	0.0	0.2	4.460	A
2 - Solent Rd	112.00	112.00	28.84	331.28	0.338	111.49	132.10	0.0	0.5	4.137	A
3 - Brockhampton Road S	152.00	152.00	42.80	289.24	0.526	150.86	97.53	0.0	1.1	6.751	A
4 - Marples Way	41.00	41.00	183.72	209.44	0.196	40.76	9.94	0.0	0.2	5.327	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	36.00	36.00	104.25	256.18	0.141	36.01	69.25	0.2	0.2	4.213	A
2 - Solent Rd	88.00	88.00	24.04	334.26	0.263	88.15	116.22	0.5	0.4	3.711	A
3 - Brockhampton Road S	137.00	137.00	24.10	300.34	0.456	137.28	88.10	1.1	0.9	5.636	A
4 - Marples Way	16.00	16.00	157.34	225.20	0.071	16.16	4.04	0.2	0.1	4.308	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	51.00	51.00	77.26	271.52	0.188	50.93	67.08	0.2	0.2	4.299	A
2 - Solent Rd	89.00	89.00	30.97	329.96	0.270	88.99	97.21	0.4	0.4	3.779	A
3 - Brockhampton Road S	89.00	89.00	34.95	293.89	0.303	89.42	85.01	0.9	0.4	4.517	A
4 - Marples Way	23.00	23.00	121.36	246.70	0.093	22.97	3.01	0.1	0.1	4.023	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	35.00	35.00	57.11	282.97	0.124	35.10	60.04	0.2	0.1	3.635	A
2 - Solent Rd	101.00	101.00	20.06	336.74	0.300	100.95	72.15	0.4	0.4	3.817	A
3 - Brockhampton Road S	86.00	86.00	25.04	299.78	0.287	86.04	95.97	0.4	0.4	4.212	A
4 - Marples Way	10.00	10.00	107.09	255.22	0.039	10.06	3.99	0.1	0.0	3.933	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	40.00	46.00	2.00
	2 - Solent Rd	10.00	0.00	93.00	10.00
	3 - Brockhampton Road S	36.00	69.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	43.00	3.00
	2 - Solent Rd	20.00	0.00	102.00	24.00
	3 - Brockhampton Road S	27.00	57.00	0.00	19.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	39.00	3.00
	2 - Solent Rd	14.00	2.00	104.00	15.00
	3 - Brockhampton Road S	19.00	79.00	0.00	13.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	29.00	34.00	3.00
	2 - Solent Rd	22.00	0.00	87.00	27.00
	3 - Brockhampton Road S	22.00	87.00	0.00	19.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.32	5.01	0.5	A	76.00	304.00
2 - Solent Rd	0.46	5.30	0.9	A	132.50	530.00
3 - Brockhampton Road S	0.45	5.76	0.8	A	114.75	459.00
4 - Marples Way	0.06	4.44	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	88.00	88.00	72.60	274.17	0.321	87.52	47.74	0.0	0.5	4.915	A
2 - Solent Rd	113.00	113.00	49.73	318.30	0.355	112.44	110.39	0.0	0.6	4.432	A
3 - Brockhampton Road S	117.00	117.00	21.89	301.65	0.388	116.34	140.28	0.0	0.7	5.062	A
4 - Marples Way	6.00	6.00	114.36	250.88	0.024	5.98	23.87	0.0	0.0	3.674	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	77.00	77.00	67.04	277.32	0.278	77.08	51.97	0.5	0.4	4.602	A
2 - Solent Rd	146.00	146.00	51.01	317.50	0.460	145.70	93.12	0.6	0.9	5.301	A
3 - Brockhampton Road S	103.00	103.00	46.84	286.84	0.359	103.08	149.88	0.7	0.6	4.982	A
4 - Marples Way	15.00	15.00	104.05	257.04	0.058	14.96	45.87	0.0	0.1	3.717	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	73.00	73.00	86.88	266.05	0.274	72.99	36.09	0.4	0.4	5.009	A
2 - Solent Rd	135.00	135.00	45.01	321.23	0.420	135.11	114.85	0.9	0.7	4.912	A
3 - Brockhampton Road S	111.00	111.00	34.09	294.41	0.377	110.95	146.04	0.6	0.6	5.131	A
4 - Marples Way	9.00	9.00	113.94	251.13	0.036	9.02	31.09	0.1	0.0	3.719	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	66.00	66.00	100.86	258.10	0.256	66.06	43.94	0.4	0.3	4.691	A
2 - Solent Rd	136.00	136.00	46.01	320.61	0.424	136.01	120.92	0.7	0.7	4.875	A
3 - Brockhampton Road S	128.00	128.00	51.91	283.83	0.451	127.82	130.11	0.6	0.8	5.761	A
4 - Marples Way	14.00	14.00	130.83	241.04	0.058	13.97	48.89	0.0	0.1	4.437	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	24.00	11.00	3.00
	2 - Solent Rd	36.00	3.00	73.00	4.00
	3 - Brockhampton Road S	59.00	93.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	18.00	0.00
	2 - Solent Rd	22.00	1.00	66.00	1.00
	3 - Brockhampton Road S	49.00	91.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	20.00	1.00
	2 - Solent Rd	32.00	1.00	57.00	3.00
	3 - Brockhampton Road S	34.00	56.00	0.00	0.00
	4 - Marples Way	3.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	17.00	0.00
	2 - Solent Rd	26.00	0.00	78.00	0.00
	3 - Brockhampton Road S	32.00	52.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.19	4.40	0.2	A	40.75	163.00
2 - Solent Rd	0.35	4.28	0.6	A	100.75	403.00
3 - Brockhampton Road S	0.54	6.73	1.2	A	119.00	476.00
4 - Marples Way	0.21	5.51	0.3	A	23.50	94.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	129.08	242.06	0.157	37.81	103.33	0.0	0.2	4.403	A
2 - Solent Rd	116.00	116.00	30.83	330.05	0.351	115.45	136.07	0.0	0.6	4.285	A
3 - Brockhampton Road S	156.00	156.00	45.78	287.47	0.543	154.83	100.50	0.0	1.2	6.734	A
4 - Marples Way	43.00	43.00	189.68	205.88	0.209	42.74	10.94	0.0	0.3	5.507	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	37.00	37.00	107.25	254.47	0.145	37.01	72.25	0.2	0.2	4.138	A
2 - Solent Rd	90.00	90.00	25.05	333.64	0.270	90.18	119.21	0.6	0.4	3.698	A
3 - Brockhampton Road S	142.00	142.00	25.11	299.73	0.474	142.25	90.12	1.2	0.9	5.767	A
4 - Marples Way	16.00	16.00	163.32	221.63	0.072	16.18	4.04	0.3	0.1	4.721	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	52.00	52.00	78.29	270.93	0.192	51.93	69.09	0.2	0.2	4.108	A
2 - Solent Rd	93.00	93.00	30.98	329.95	0.282	92.97	99.25	0.4	0.4	3.866	A
3 - Brockhampton Road S	90.00	90.00	36.95	292.71	0.307	90.47	87.01	0.9	0.4	4.459	A
4 - Marples Way	24.00	24.00	123.41	245.47	0.098	23.97	4.00	0.1	0.1	4.289	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	36.00	36.00	59.11	281.84	0.128	36.09	62.04	0.2	0.1	3.662	A
2 - Solent Rd	104.00	104.00	21.06	336.12	0.309	103.95	74.14	0.4	0.5	3.933	A
3 - Brockhampton Road S	88.00	88.00	26.05	299.18	0.294	88.03	98.96	0.4	0.4	4.262	A
4 - Marples Way	11.00	11.00	110.07	253.44	0.043	11.07	4.00	0.1	0.0	3.714	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	43.00	49.00	2.00
	2 - Solent Rd	11.00	0.00	98.00	11.00
	3 - Brockhampton Road S	38.00	73.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	45.00	4.00
	2 - Solent Rd	21.00	0.00	108.00	25.00
	3 - Brockhampton Road S	29.00	61.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	41.00	4.00
	2 - Solent Rd	14.00	2.00	110.00	16.00
	3 - Brockhampton Road S	20.00	83.00	0.00	13.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	36.00	4.00
	2 - Solent Rd	24.00	0.00	92.00	29.00
	3 - Brockhampton Road S	24.00	92.00	0.00	20.00
	4 - Marples Way	0.00	5.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.35	5.23	0.5	A	81.25	325.00
2 - Solent Rd	0.49	5.62	1.0	A	140.25	561.00
3 - Brockhampton Road S	0.48	6.19	0.9	A	121.50	486.00
4 - Marples Way	0.06	4.58	0.1	A	12.00	48.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	94.00	94.00	76.56	271.92	0.346	93.46	50.71	0.0	0.5	5.140	A
2 - Solent Rd	120.00	120.00	52.70	316.45	0.379	119.38	117.32	0.0	0.6	4.628	A
3 - Brockhampton Road S	124.00	124.00	23.88	300.47	0.413	123.27	148.21	0.0	0.7	5.290	A
4 - Marples Way	6.00	6.00	121.29	246.74	0.024	5.98	25.86	0.0	0.0	3.737	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	82.00	82.00	71.05	275.05	0.298	82.10	54.97	0.5	0.4	4.775	A
2 - Solent Rd	154.00	154.00	54.02	315.63	0.488	153.66	99.13	0.6	1.0	5.623	A
3 - Brockhampton Road S	110.00	110.00	49.82	285.07	0.386	110.08	157.86	0.7	0.6	5.232	A
4 - Marples Way	15.00	15.00	111.05	252.86	0.059	14.96	48.85	0.0	0.1	3.782	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	78.00	78.00	92.87	262.65	0.297	77.98	38.11	0.4	0.5	5.231	A
2 - Solent Rd	142.00	142.00	49.00	318.75	0.445	142.13	121.85	1.0	0.8	5.180	A
3 - Brockhampton Road S	116.00	116.00	36.10	293.21	0.396	115.97	155.04	0.6	0.7	5.309	A
4 - Marples Way	12.00	12.00	118.96	248.13	0.048	12.01	33.10	0.1	0.1	3.813	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	71.00	71.00	106.83	254.71	0.279	71.07	47.91	0.5	0.4	4.905	A
2 - Solent Rd	145.00	145.00	50.01	318.12	0.456	144.99	127.88	0.8	0.8	5.198	A
3 - Brockhampton Road S	136.00	136.00	56.88	280.88	0.484	135.75	138.12	0.7	0.9	6.192	A
4 - Marples Way	15.00	15.00	139.77	235.70	0.064	14.98	52.87	0.1	0.1	4.584	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	26.00	12.00	3.00
	2 - Solent Rd	38.00	3.00	77.00	5.00
	3 - Brockhampton Road S	62.00	98.00	0.00	4.00
	4 - Marples Way	9.00	18.00	18.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	20.00	19.00	0.00
	2 - Solent Rd	23.00	1.00	70.00	1.00
	3 - Brockhampton Road S	51.00	96.00	0.00	2.00
	4 - Marples Way	1.00	9.00	7.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	32.00	22.00	1.00
	2 - Solent Rd	34.00	1.00	60.00	3.00
	3 - Brockhampton Road S	36.00	59.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	20.00	18.00	0.00
	2 - Solent Rd	27.00	0.00	83.00	0.00
	3 - Brockhampton Road S	34.00	55.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.20	4.56	0.3	A	43.25	173.00
2 - Solent Rd	0.37	4.46	0.6	A	106.50	426.00
3 - Brockhampton Road S	0.57	7.24	1.3	A	125.25	501.00
4 - Marples Way	0.22	5.78	0.3	A	24.75	99.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	41.00	41.00	135.96	238.15	0.172	40.79	108.25	0.0	0.2	4.555	A
2 - Solent Rd	123.00	123.00	32.81	328.82	0.374	122.39	143.95	0.0	0.6	4.463	A
3 - Brockhampton Road S	164.00	164.00	48.76	285.70	0.574	162.68	106.44	0.0	1.3	7.241	A
4 - Marples Way	45.00	45.00	199.51	200.01	0.225	44.71	11.93	0.0	0.3	5.784	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	39.00	39.00	114.29	250.47	0.156	39.02	75.30	0.2	0.2	4.258	A
2 - Solent Rd	95.00	95.00	27.06	332.39	0.286	95.21	126.25	0.6	0.4	3.799	A
3 - Brockhampton Road S	149.00	149.00	26.13	299.13	0.498	149.31	96.13	1.3	1.0	6.060	A
4 - Marples Way	18.00	18.00	171.39	216.81	0.083	18.19	4.05	0.3	0.1	4.884	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	55.00	55.00	82.34	268.63	0.205	54.93	73.10	0.2	0.3	4.210	A
2 - Solent Rd	98.00	98.00	33.97	328.09	0.299	97.97	103.29	0.4	0.4	3.981	A
3 - Brockhampton Road S	95.00	95.00	38.94	291.53	0.326	95.53	93.01	1.0	0.5	4.605	A
4 - Marples Way	25.00	25.00	130.46	241.26	0.104	24.98	4.01	0.1	0.1	4.383	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	38.00	38.00	62.11	280.13	0.136	38.10	65.04	0.3	0.2	3.719	A
2 - Solent Rd	110.00	110.00	22.07	335.49	0.328	109.94	78.14	0.4	0.5	4.049	A
3 - Brockhampton Road S	93.00	93.00	27.05	298.58	0.311	93.03	104.96	0.5	0.5	4.378	A
4 - Marples Way	11.00	11.00	116.08	249.85	0.044	11.07	4.00	0.1	0.0	3.773	A

2023 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2023 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	42.00	46.00	2.00
	2 - Solent Rd	11.00	0.00	94.00	10.00
	3 - Brockhampton Road S	36.00	76.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

08:00 -
08:15

Demand (PCU/TS)

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	33.00	43.00	3.00
	2 - Solent Rd	20.00	0.00	103.00	24.00
	3 - Brockhampton Road S	27.00	64.00	0.00	19.00
	4 - Marples Way	5.00	5.00	5.00	0.00

08:15 -
08:30

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	39.00	3.00
	2 - Solent Rd	14.00	2.00	105.00	15.00
	3 - Brockhampton Road S	19.00	86.00	0.00	13.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	34.00	3.00
	2 - Solent Rd	23.00	0.00	89.00	27.00
	3 - Brockhampton Road S	22.00	94.00	0.00	19.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	4	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.33	5.16	0.5	A	78.00	312.00
2 - Solent Rd	0.46	5.33	0.9	A	134.25	537.00
3 - Brockhampton Road S	0.48	6.05	0.9	A	121.75	487.00
4 - Marples Way	0.06	4.53	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	90.00	90.00	79.54	270.22	0.333	89.50	48.73	0.0	0.5	5.056	A
2 - Solent Rd	115.00	115.00	49.72	318.30	0.361	114.43	119.31	0.0	0.6	4.474	A
3 - Brockhampton Road S	124.00	124.00	22.88	301.06	0.412	123.27	141.27	0.0	0.7	5.282	A
4 - Marples Way	6.00	6.00	122.29	246.14	0.024	5.98	23.87	0.0	0.0	3.746	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	79.00	79.00	74.05	273.34	0.289	79.08	51.98	0.5	0.4	4.748	A
2 - Solent Rd	147.00	147.00	51.01	317.50	0.463	146.71	102.12	0.6	0.9	5.334	A
3 - Brockhampton Road S	110.00	110.00	46.84	286.84	0.383	110.09	150.88	0.7	0.6	5.184	A
4 - Marples Way	15.00	15.00	111.06	252.85	0.059	14.96	45.86	0.0	0.1	3.782	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	75.00	75.00	93.88	262.07	0.286	74.99	36.10	0.4	0.4	5.159	A
2 - Solent Rd	136.00	136.00	45.01	321.23	0.423	136.11	123.86	0.9	0.8	4.941	A
3 - Brockhampton Road S	118.00	118.00	34.09	294.41	0.401	117.96	147.04	0.6	0.7	5.245	A
4 - Marples Way	9.00	9.00	120.95	246.94	0.036	9.02	31.09	0.1	0.0	3.782	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	68.00	68.00	107.84	254.14	0.268	68.06	44.93	0.4	0.4	4.841	A
2 - Solent Rd	139.00	139.00	46.01	320.61	0.434	138.99	129.89	0.8	0.8	4.955	A
3 - Brockhampton Road S	135.00	135.00	52.90	283.24	0.477	134.78	132.10	0.7	0.9	6.053	A
4 - Marples Way	14.00	14.00	138.80	236.28	0.059	13.97	48.88	0.0	0.1	4.532	A

2023 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2023 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	25.00	11.00	3.00
	2 - Solent Rd	37.00	3.00	80.00	4.00
	3 - Brockhampton Road S	59.00	94.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	18.00	0.00
	2 - Solent Rd	23.00	1.00	73.00	1.00
	3 - Brockhampton Road S	49.00	92.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	31.00	20.00	1.00
	2 - Solent Rd	34.00	1.00	63.00	3.00
	3 - Brockhampton Road S	34.00	57.00	0.00	0.00
	4 - Marples Way	3.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	19.00	17.00	0.00
	2 - Solent Rd	27.00	0.00	85.00	0.00
	3 - Brockhampton Road S	32.00	54.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	2	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.19	4.44	0.2	A	41.00	164.00
2 - Solent Rd	0.38	4.45	0.6	A	108.75	435.00
3 - Brockhampton Road S	0.55	6.81	1.2	A	120.25	481.00
4 - Marples Way	0.21	5.55	0.3	A	23.50	94.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	39.00	39.00	130.06	241.50	0.161	38.81	104.32	0.0	0.2	4.437	A
2 - Solent Rd	124.00	124.00	30.83	330.05	0.376	123.39	138.05	0.0	0.6	4.447	A
3 - Brockhampton Road S	157.00	157.00	46.77	286.88	0.547	155.81	107.45	0.0	1.2	6.806	A
4 - Marples Way	43.00	43.00	191.64	204.71	0.210	42.74	10.94	0.0	0.3	5.547	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	37.00	37.00	108.25	253.90	0.146	37.02	73.26	0.2	0.2	4.149	A
2 - Solent Rd	98.00	98.00	25.05	333.64	0.294	98.19	120.22	0.6	0.4	3.824	A
3 - Brockhampton Road S	143.00	143.00	26.12	299.14	0.478	143.26	97.13	1.2	0.9	5.826	A
4 - Marples Way	16.00	16.00	165.33	220.43	0.073	16.18	4.04	0.3	0.1	4.749	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	52.00	52.00	79.29	270.36	0.192	51.93	71.09	0.2	0.2	4.119	A
2 - Solent Rd	101.00	101.00	30.98	329.95	0.306	100.97	100.25	0.4	0.4	4.003	A
3 - Brockhampton Road S	91.00	91.00	38.94	291.53	0.312	91.48	93.01	0.9	0.5	4.510	A
4 - Marples Way	24.00	24.00	126.41	243.68	0.098	23.97	4.00	0.1	0.1	4.324	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	36.00	36.00	61.10	280.70	0.128	36.09	63.04	0.2	0.1	3.682	A
2 - Solent Rd	112.00	112.00	21.06	336.12	0.333	111.95	76.13	0.4	0.5	4.014	A
3 - Brockhampton Road S	90.00	90.00	27.05	298.58	0.301	90.02	105.95	0.5	0.4	4.317	A
4 - Marples Way	11.00	11.00	113.08	251.64	0.044	11.07	4.00	0.1	0.0	3.745	A

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	44.00	49.00	2.00
	2 - Solent Rd	11.00	0.00	100.00	11.00
	3 - Brockhampton Road S	38.00	80.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

08:00 -
08:15

Demand (PCU/TS)

		To			
From		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
	1 - Brockhampton Road N	0.00	35.00	45.00	4.00
	2 - Solent Rd	21.00	0.00	109.00	25.00
	3 - Brockhampton Road S	29.00	68.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

08:15 -
08:30

Demand (PCU/TS)

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	34.00	41.00	4.00
	2 - Solent Rd	15.00	2.00	111.00	16.00
	3 - Brockhampton Road S	20.00	90.00	0.00	13.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	36.00	4.00
	2 - Solent Rd	24.00	0.00	94.00	29.00
	3 - Brockhampton Road S	24.00	99.00	0.00	20.00
	4 - Marples Way	0.00	5.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 -
08:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	4	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 -
08:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	6	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 -
08:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 -
09:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.35	5.37	0.6	A	82.75	331.00
2 - Solent Rd	0.49	5.66	1.0	A	142.00	568.00
3 - Brockhampton Road S	0.51	6.50	1.0	A	128.50	514.00
4 - Marples Way	0.06	4.67	0.1	A	12.00	48.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	95.00	95.00	83.49	267.97	0.355	94.45	50.70	0.0	0.6	5.263	A
2 - Solent Rd	122.00	122.00	52.69	316.45	0.386	121.37	125.25	0.0	0.6	4.674	A
3 - Brockhampton Road S	131.00	131.00	23.87	300.47	0.436	130.20	150.19	0.0	0.8	5.511	A
4 - Marples Way	6.00	6.00	128.22	242.60	0.025	5.97	25.85	0.0	0.0	3.802	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	84.00	84.00	78.05	271.07	0.310	84.09	54.97	0.6	0.5	4.931	A
2 - Solent Rd	155.00	155.00	54.01	315.63	0.491	154.67	108.12	0.6	1.0	5.658	A
3 - Brockhampton Road S	117.00	117.00	49.82	285.07	0.410	117.09	158.86	0.8	0.7	5.454	A
4 - Marples Way	15.00	15.00	118.05	248.67	0.060	14.96	48.85	0.0	0.1	3.851	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	79.00	79.00	99.86	258.67	0.305	78.99	39.10	0.5	0.5	5.373	A
2 - Solent Rd	144.00	144.00	49.00	318.75	0.452	144.12	129.85	1.0	0.8	5.238	A
3 - Brockhampton Road S	123.00	123.00	37.09	292.62	0.420	122.96	156.03	0.7	0.8	5.545	A
4 - Marples Way	12.00	12.00	126.95	243.36	0.049	12.01	33.10	0.1	0.1	3.891	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	73.00	73.00	113.81	250.74	0.291	73.06	47.92	0.5	0.4	5.070	A
2 - Solent Rd	147.00	147.00	50.01	318.12	0.462	146.99	136.86	0.8	0.9	5.259	A
3 - Brockhampton Road S	143.00	143.00	56.89	280.88	0.509	142.73	140.11	0.8	1.0	6.502	A
4 - Marples Way	15.00	15.00	146.75	231.53	0.065	14.97	52.86	0.1	0.1	4.672	A

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Road N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Road S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	26.00	12.00	3.00
	2 - Solent Rd	39.00	3.00	84.00	5.00
	3 - Brockhampton Road S	62.00	99.00	0.00	4.00
	4 - Marples Way	9.00	18.00	18.00	0.00

Demand (PCU/TS)

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	21.00	19.00	0.00
	2 - Solent Rd	25.00	1.00	76.00	1.00
	3 - Brockhampton Road S	51.00	97.00	0.00	2.00
	4 - Marples Way	1.00	9.00	7.00	1.00

Demand (PCU/TS)

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	33.00	22.00	1.00
	2 - Solent Rd	35.00	1.00	66.00	3.00
	3 - Brockhampton Road S	36.00	60.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0.00	21.00	18.00	0.00
	2 - Solent Rd	29.00	0.00	89.00	0.00
	3 - Brockhampton Road S	34.00	56.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 -
17:15

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 -
17:30

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Road S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 -
17:45

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 -
18:00

	To				
		1 - Brockhampton Road N	2 - Solent Rd	3 - Brockhampton Road S	4 - Marples Way
From	1 - Brockhampton Road N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Road S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Road N	0.21	4.57	0.3	A	44.00	176.00
2 - Solent Rd	0.40	4.64	0.7	A	114.25	457.00
3 - Brockhampton Road S	0.58	7.33	1.3	A	126.25	505.00
4 - Marples Way	0.23	5.83	0.3	A	24.75	99.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	41.00	41.00	136.94	237.59	0.173	40.79	109.24	0.0	0.2	4.568	A
2 - Solent Rd	131.00	131.00	32.81	328.82	0.398	130.33	144.93	0.0	0.7	4.636	A
3 - Brockhampton Road S	165.00	165.00	49.74	285.12	0.579	163.65	113.39	0.0	1.3	7.330	A
4 - Marples Way	45.00	45.00	201.47	198.84	0.226	44.71	11.93	0.0	0.3	5.829	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	40.00	40.00	115.29	249.90	0.160	40.02	77.30	0.2	0.2	4.289	A
2 - Solent Rd	103.00	103.00	27.06	332.39	0.310	103.22	128.25	0.7	0.5	3.932	A
3 - Brockhampton Road S	150.00	150.00	28.13	297.94	0.503	150.31	102.15	1.3	1.0	6.151	A
4 - Marples Way	18.00	18.00	174.40	215.01	0.084	18.19	4.05	0.3	0.1	4.931	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	56.00	56.00	83.34	268.06	0.209	55.93	74.11	0.2	0.3	4.242	A
2 - Solent Rd	105.00	105.00	33.97	328.09	0.320	104.98	105.30	0.5	0.5	4.108	A
3 - Brockhampton Road S	96.00	96.00	39.94	290.93	0.330	96.54	99.01	1.0	0.5	4.643	A
4 - Marples Way	25.00	25.00	132.47	240.06	0.104	24.98	4.01	0.1	0.1	4.408	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road N	39.00	39.00	63.12	279.56	0.140	39.10	67.04	0.3	0.2	3.746	A
2 - Solent Rd	118.00	118.00	22.07	335.49	0.352	117.93	80.15	0.5	0.5	4.198	A
3 - Brockhampton Road S	94.00	94.00	29.05	297.40	0.316	94.03	110.95	0.5	0.5	4.425	A
4 - Marples Way	11.00	11.00	119.08	248.06	0.044	11.08	4.00	0.1	0.0	3.799	A

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: 211012 325257 Brookside Rd roundabout.j9

Path: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9

Report generation date: 13/10/2021 08:37:24

»2020 Base, AM
 »2020 Base, PM
 »2023 Base, AM
 »2023 Base, PM
 »2026 Base, AM
 »2026 Base, PM
 »2023 Base + Development, AM
 »2023 Base + Development, PM
 »2026 Base + Development, AM
 »2026 Base + Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
1 - Brockhampton Rd	D1	0.7	4.41	0.41	A	52 % [2 - Brookside Road]	D2	0.3	2.95	0.25	A	92 % [2 - Brookside Road]
2 - Brookside Road		0.5	10.98	0.32	B			0.4	8.58	0.31	A	
3 - Southmoor Lane		0.5	4.26	0.29	A			0.6	4.54	0.36	A	
4 - Harts Farm Way		1.4	6.57	0.59	A			0.8	5.09	0.45	A	
	2023 Base											
1 - Brockhampton Rd	D3	0.8	4.54	0.43	A	47 % [2 - Brookside Road]	D4	0.4	3.00	0.26	A	87 % [2 - Brookside Road]
2 - Brookside Road		0.5	11.48	0.33	B			0.5	8.79	0.32	A	
3 - Southmoor Lane		0.5	4.35	0.30	A			0.6	4.69	0.37	A	
4 - Harts Farm Way		1.6	6.97	0.61	A			0.9	5.23	0.46	A	
	2026 Base											
1 - Brockhampton Rd	D5	0.9	4.87	0.46	A	38 % [2 - Brookside Road]	D6	0.4	3.07	0.28	A	76 % [2 - Brookside Road]
2 - Brookside Road		0.6	12.68	0.37	B			0.5	9.28	0.35	A	
3 - Southmoor Lane		0.5	4.54	0.32	A			0.7	4.96	0.40	A	
4 - Harts Farm Way		1.8	7.60	0.64	A			1.0	5.50	0.49	A	
	2023 Base + Development											
1 - Brockhampton Rd	D7	0.8	4.59	0.44	A	47 % [2 - Brookside Road]	D8	0.4	3.05	0.28	A	82 % [2 - Brookside Road]
2 - Brookside Road		0.5	11.54	0.34	B			0.5	8.99	0.33	A	
3 - Southmoor Lane		0.5	4.36	0.30	A			0.6	4.78	0.38	A	
4 - Harts Farm Way		1.7	7.35	0.63	A			0.9	5.26	0.46	A	
	2026 Base + Development											
1 - Brockhampton Rd	D9	0.9	4.89	0.46	A	38 % [2 - Brookside Road]	D10	0.4	3.15	0.29	A	72 % [2 - Brookside Road]
2 - Brookside Road		0.6	12.74	0.38	B			0.5	9.54	0.35	A	
3 - Southmoor Lane		0.5	4.55	0.33	A			0.7	5.07	0.40	A	
4 - Harts Farm Way		1.9	8.05	0.66	A			1.0	5.53	0.49	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Solent Road, Havant
Location	Brookside Road Roundabout
Site number	8
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODESKTOP\Reading Technician
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2023 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D8	2023 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D9	2026 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2026 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	52	2 - Brookside Road

Arms

Arms

Arm	Name	Description
1	Brockhampton Rd	
2	Brookside Road	
3	Southmoor Lane	
4	Harts Farm Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brockhampton Rd	3.77	7.62	9.2	36.0	26.0	13.0	
2 - Brookside Road	2.97	4.24	7.6	4.5	26.0	72.0	
3 - Southmoor Lane	3.99	7.03	19.7	6.5	26.0	40.0	
4 - Harts Farm Way	3.81	5.20	13.8	15.5	26.0	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Rd	0.701	443.124
2 - Brookside Road	0.377	197.542
3 - Southmoor Lane	0.594	394.254
4 - Harts Farm Way	0.584	350.224

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	18.00	37.00	83.00
	2 - Brookside Road	3.00	0.00	2.00	12.00
	3 - Southmoor Lane	27.00	2.00	0.00	69.00
	4 - Harts Farm Way	85.00	22.00	63.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	15.00	32.00	88.00
	2 - Brookside Road	8.00	0.00	3.00	27.00
	3 - Southmoor Lane	13.00	2.00	2.00	41.00
	4 - Harts Farm Way	76.00	35.00	86.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	42.00	91.00
	2 - Brookside Road	8.00	0.00	7.00	8.00
	3 - Southmoor Lane	21.00	0.00	0.00	32.00
	4 - Harts Farm Way	76.00	22.00	90.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	24.00	90.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	30.00	2.00	0.00	32.00
	4 - Harts Farm Way	93.00	18.00	51.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.41	4.41	0.7	A	138.50	554.00
2 - Brookside Road	0.32	10.98	0.5	B	21.75	87.00
3 - Southmoor Lane	0.29	4.26	0.5	A	68.25	273.00
4 - Harts Farm Way	0.59	6.57	1.4	A	179.75	719.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	86.46	382.49	0.366	139.42	116.30	0.0	0.6	3.740	A
2 - Brookside Road	17.00	17.00	184.10	128.22	0.133	16.85	41.78	0.0	0.2	8.070	A
3 - Southmoor Lane	98.00	98.00	99.51	335.19	0.292	97.54	101.43	0.0	0.5	4.261	A
4 - Harts Farm Way	170.00	170.00	33.83	330.45	0.514	168.93	163.22	0.0	1.1	5.644	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	135.00	135.00	124.65	355.70	0.380	134.96	97.00	0.6	0.6	4.133	A
2 - Brookside Road	38.00	38.00	207.73	119.33	0.318	37.69	51.89	0.2	0.5	10.983	B
3 - Southmoor Lane	58.00	58.00	122.66	321.45	0.180	58.22	122.76	0.5	0.2	3.749	A
4 - Harts Farm Way	197.00	197.00	25.00	335.61	0.587	196.64	155.88	1.1	1.4	6.569	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	151.00	151.00	112.08	364.52	0.414	150.88	104.98	0.6	0.7	4.408	A
2 - Brookside Road	23.00	23.00	222.88	113.62	0.202	23.20	40.08	0.5	0.3	9.976	A
3 - Southmoor Lane	53.00	53.00	107.20	330.63	0.160	53.04	138.88	0.2	0.2	3.464	A
4 - Harts Farm Way	188.00	188.00	29.00	333.28	0.564	188.06	131.24	1.4	1.4	6.443	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	128.00	128.00	73.35	391.68	0.327	128.24	126.98	0.7	0.5	3.467	A
2 - Brookside Road	9.00	9.00	169.51	133.72	0.067	9.18	32.08	0.3	0.1	7.239	A
3 - Southmoor Lane	64.00	64.00	101.20	334.19	0.192	63.95	77.50	0.2	0.3	3.652	A
4 - Harts Farm Way	164.00	164.00	36.02	329.17	0.498	164.32	129.13	1.4	1.0	5.691	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	4.00	94.00
		2 - Brookside Road	15.00	0.00	0.00	32.00
		3 - Southmoor Lane	35.00	7.00	0.00	69.00
		4 - Harts Farm Way	97.00	14.00	25.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	4.00	9.00	75.00
		2 - Brookside Road	9.00	0.00	0.00	30.00
		3 - Southmoor Lane	20.00	5.00	0.00	47.00
		4 - Harts Farm Way	109.00	23.00	15.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	2.00	9.00	70.00
	2 - Brookside Road	4.00	0.00	3.00	27.00
	3 - Southmoor Lane	24.00	0.00	0.00	60.00
	4 - Harts Farm Way	61.00	7.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	91.00
	2 - Brookside Road	7.00	0.00	1.00	16.00
	3 - Southmoor Lane	19.00	2.00	3.00	23.00
	4 - Harts Farm Way	60.00	12.00	10.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.25	2.95	0.3	A	93.50	374.00
2 - Brookside Road	0.31	8.58	0.4	A	36.00	144.00
3 - Southmoor Lane	0.36	4.54	0.6	A	78.50	314.00
4 - Harts Farm Way	0.45	5.09	0.8	A	113.00	452.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	104.00	104.00	45.74	411.04	0.253	103.66	147.13	0.0	0.3	2.954	A
2 - Brookside Road	47.00	47.00	123.53	151.03	0.311	46.55	25.87	0.0	0.4	8.580	A
3 - Southmoor Lane	111.00	111.00	141.24	310.42	0.358	110.44	28.85	0.0	0.6	4.543	A
4 - Harts Farm Way	136.00	136.00	57.64	316.53	0.430	135.23	194.04	0.0	0.8	5.086	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	88.00	88.00	43.02	412.95	0.213	88.07	138.10	0.3	0.3	2.770	A
2 - Brookside Road	39.00	39.00	99.12	160.22	0.243	39.11	31.97	0.4	0.3	7.772	A
3 - Southmoor Lane	72.00	72.00	114.19	326.48	0.221	72.26	24.04	0.6	0.3	3.678	A
4 - Harts Farm Way	147.00	147.00	34.18	330.25	0.445	146.95	152.27	0.8	0.8	5.053	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	81.00	81.00	24.13	426.20	0.190	81.03	89.38	0.3	0.2	2.643	A
2 - Brookside Road	34.00	34.00	96.04	161.38	0.211	34.06	9.13	0.3	0.3	7.398	A
3 - Southmoor Lane	84.00	84.00	101.11	334.25	0.251	83.93	28.99	0.3	0.4	3.891	A
4 - Harts Farm Way	85.00	85.00	28.04	333.83	0.255	85.46	157.00	0.8	0.4	3.745	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	101.00	101.00	28.98	422.80	0.239	100.92	87.01	0.2	0.3	2.831	A
2 - Brookside Road	24.00	24.00	111.94	155.39	0.154	24.10	17.97	0.3	0.2	6.861	A
3 - Southmoor Lane	47.00	47.00	116.99	324.82	0.145	47.18	19.05	0.4	0.2	3.463	A
4 - Harts Farm Way	84.00	84.00	31.99	331.53	0.253	84.01	132.18	0.4	0.3	3.712	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	19.00	38.00	86.00
		2 - Brookside Road	3.00	0.00	2.00	12.00
		3 - Southmoor Lane	28.00	2.00	0.00	71.00
		4 - Harts Farm Way	87.00	22.00	65.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	15.00	33.00	91.00
		2 - Brookside Road	9.00	0.00	3.00	27.00
		3 - Southmoor Lane	14.00	2.00	2.00	43.00
		4 - Harts Farm Way	78.00	36.00	89.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	19.00	44.00	93.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	21.00	0.00	0.00	33.00
	4 - Harts Farm Way	78.00	22.00	92.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	25.00	93.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	31.00	3.00	0.00	33.00
	4 - Harts Farm Way	96.00	19.00	53.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.54	0.8	A	143.00	572.00
2 - Brookside Road	0.33	11.48	0.5	B	22.50	90.00
3 - Southmoor Lane	0.30	4.35	0.5	A	70.75	283.00
4 - Harts Farm Way	0.61	6.97	1.6	A	184.75	739.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	145.00	145.00	88.43	381.10	0.380	144.38	119.27	0.0	0.6	3.840	A
2 - Brookside Road	17.00	17.00	190.04	125.99	0.135	16.85	42.77	0.0	0.2	8.235	A
3 - Southmoor Lane	101.00	101.00	102.49	333.43	0.303	100.51	104.40	0.0	0.5	4.346	A
4 - Harts Farm Way	174.00	174.00	34.82	329.87	0.527	172.88	168.18	0.0	1.1	5.806	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	139.00	139.00	128.60	352.93	0.394	138.96	100.96	0.6	0.7	4.263	A
2 - Brookside Road	39.00	39.00	214.68	116.71	0.334	38.66	52.88	0.2	0.5	11.483	B
3 - Southmoor Lane	61.00	61.00	126.63	319.10	0.191	61.23	126.72	0.5	0.3	3.826	A
4 - Harts Farm Way	203.00	203.00	26.99	334.45	0.607	202.57	160.86	1.1	1.6	6.972	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	156.00	156.00	114.12	363.09	0.430	155.87	108.00	0.7	0.8	4.544	A
2 - Brookside Road	25.00	25.00	228.90	111.36	0.225	25.20	41.09	0.5	0.3	10.469	B
3 - Southmoor Lane	54.00	54.00	111.21	328.25	0.165	54.05	142.89	0.3	0.2	3.504	A
4 - Harts Farm Way	192.00	192.00	30.00	332.69	0.577	192.11	135.25	1.6	1.4	6.662	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	132.00	132.00	77.35	388.88	0.339	132.26	130.98	0.8	0.5	3.563	A
2 - Brookside Road	9.00	9.00	175.53	131.45	0.068	9.22	34.07	0.3	0.1	7.378	A
3 - Southmoor Lane	67.00	67.00	104.23	332.39	0.202	66.93	80.52	0.2	0.3	3.741	A
4 - Harts Farm Way	170.00	170.00	38.02	328.00	0.518	170.31	133.14	1.4	1.1	5.948	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
17:00 - 17:15	From 1 - Brockhampton Rd	1.00	5.00	4.00	97.00
	From 2 - Brookside Road	15.00	0.00	0.00	33.00
	From 3 - Southmoor Lane	36.00	8.00	0.00	71.00
	From 4 - Harts Farm Way	100.00	14.00	26.00	0.00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
17:15 - 17:30	From 1 - Brockhampton Rd	0.00	4.00	9.00	77.00
	From 2 - Brookside Road	9.00	0.00	0.00	31.00
	From 3 - Southmoor Lane	20.00	5.00	0.00	48.00
	From 4 - Harts Farm Way	112.00	23.00	16.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	71.00
	2 - Brookside Road	4.00	0.00	3.00	28.00
	3 - Southmoor Lane	24.00	0.00	0.00	62.00
	4 - Harts Farm Way	63.00	8.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	93.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	19.00	3.00	3.00	24.00
	4 - Harts Farm Way	61.00	12.00	10.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.26	3.00	0.4	A	96.00	384.00
2 - Brookside Road	0.32	8.79	0.5	A	37.25	149.00
3 - Southmoor Lane	0.37	4.69	0.6	A	80.75	323.00
4 - Harts Farm Way	0.46	5.23	0.9	A	116.25	465.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	107.00	107.00	47.73	409.65	0.261	106.64	151.08	0.0	0.4	2.996	A
2 - Brookside Road	48.00	48.00	127.51	149.53	0.321	47.53	26.86	0.0	0.5	8.786	A
3 - Southmoor Lane	115.00	115.00	145.21	308.07	0.373	114.40	29.84	0.0	0.6	4.690	A
4 - Harts Farm Way	140.00	140.00	59.62	315.38	0.444	139.19	199.99	0.0	0.8	5.233	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	90.00	90.00	44.03	412.24	0.218	90.07	141.12	0.4	0.3	2.794	A
2 - Brookside Road	40.00	40.00	102.13	159.09	0.251	40.11	31.98	0.5	0.4	7.915	A
3 - Southmoor Lane	73.00	73.00	117.20	324.70	0.225	73.30	25.05	0.6	0.3	3.724	A
4 - Harts Farm Way	151.00	151.00	34.19	330.24	0.457	150.95	156.30	0.8	0.9	5.166	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	84.00	84.00	25.14	425.49	0.197	84.03	91.40	0.3	0.3	2.676	A
2 - Brookside Road	35.00	35.00	98.05	160.63	0.218	35.06	11.12	0.4	0.3	7.489	A
3 - Southmoor Lane	86.00	86.00	103.11	333.05	0.258	85.92	29.99	0.3	0.4	3.993	A
4 - Harts Farm Way	88.00	88.00	28.04	333.83	0.264	88.49	160.99	0.9	0.4	3.785	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	103.00	103.00	30.98	421.40	0.244	102.92	89.01	0.3	0.3	2.860	A
2 - Brookside Road	26.00	26.00	114.93	154.27	0.169	26.09	18.97	0.3	0.2	7.027	A
3 - Southmoor Lane	49.00	49.00	121.97	321.86	0.152	49.19	19.05	0.4	0.2	3.522	A
4 - Harts Farm Way	86.00	86.00	33.98	330.37	0.260	86.01	137.19	0.4	0.4	3.761	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	20.00	40.00	91.00
		2 - Brookside Road	4.00	0.00	2.00	13.00
		3 - Southmoor Lane	30.00	2.00	0.00	75.00
		4 - Harts Farm Way	92.00	24.00	69.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	16.00	35.00	96.00
		2 - Brookside Road	9.00	0.00	4.00	29.00
		3 - Southmoor Lane	14.00	2.00	2.00	45.00
		4 - Harts Farm Way	82.00	38.00	94.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	20.00	46.00	99.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	23.00	0.00	0.00	35.00
	4 - Harts Farm Way	83.00	24.00	97.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	26.00	98.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	33.00	3.00	0.00	35.00
	4 - Harts Farm Way	101.00	20.00	56.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.46	4.87	0.9	A	151.00	604.00
2 - Brookside Road	0.37	12.68	0.6	B	23.75	95.00
3 - Southmoor Lane	0.32	4.54	0.5	A	74.75	299.00
4 - Harts Farm Way	0.64	7.60	1.8	A	195.50	782.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	153.00	153.00	94.34	376.96	0.406	152.31	127.16	0.0	0.7	4.045	A
2 - Brookside Road	19.00	19.00	200.92	121.89	0.156	18.82	45.73	0.0	0.2	8.717	A
3 - Southmoor Lane	107.00	107.00	109.42	329.31	0.325	106.46	110.32	0.0	0.5	4.540	A
4 - Harts Farm Way	185.00	185.00	37.79	328.14	0.564	183.70	178.09	0.0	1.3	6.299	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	147.00	147.00	135.55	348.06	0.422	146.95	104.97	0.7	0.7	4.535	A
2 - Brookside Road	42.00	42.00	226.63	112.21	0.374	41.60	55.86	0.2	0.6	12.675	B
3 - Southmoor Lane	63.00	63.00	133.57	314.98	0.200	63.26	134.66	0.5	0.3	3.925	A
4 - Harts Farm Way	214.00	214.00	27.00	334.44	0.640	213.52	169.83	1.3	1.8	7.597	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	165.00	165.00	121.11	358.18	0.461	164.85	114.98	0.7	0.9	4.869	A
2 - Brookside Road	25.00	25.00	241.86	106.47	0.235	25.27	44.10	0.6	0.3	11.121	B
3 - Southmoor Lane	58.00	58.00	117.25	324.66	0.179	58.04	149.88	0.3	0.2	3.604	A
4 - Harts Farm Way	204.00	204.00	32.00	331.52	0.615	204.09	143.30	1.8	1.7	7.349	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	139.00	139.00	81.43	386.01	0.360	139.31	138.01	0.9	0.6	3.706	A
2 - Brookside Road	9.00	9.00	184.65	128.02	0.070	9.24	36.10	0.3	0.1	7.593	A
3 - Southmoor Lane	71.00	71.00	109.27	329.40	0.216	70.93	84.61	0.2	0.3	3.837	A
4 - Harts Farm Way	179.00	179.00	40.03	326.83	0.548	179.41	140.17	1.7	1.3	6.369	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

		To			
17:00 - 17:15	From	1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Rd	1.00	5.00	5.00	102.00
	2 - Brookside Road	16.00	0.00	0.00	35.00
	3 - Southmoor Lane	38.00	8.00	0.00	75.00
	4 - Harts Farm Way	105.00	15.00	27.00	0.00

Demand (PCU/TS)

		To			
17:15 - 17:30	From	1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Rd	0.00	4.00	9.00	81.00
	2 - Brookside Road	9.00	0.00	0.00	33.00
	3 - Southmoor Lane	22.00	5.00	0.00	51.00
	4 - Harts Farm Way	118.00	25.00	17.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	75.00
	2 - Brookside Road	4.00	0.00	3.00	30.00
	3 - Southmoor Lane	26.00	0.00	0.00	66.00
	4 - Harts Farm Way	66.00	8.00	18.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	6.00	98.00
	2 - Brookside Road	8.00	0.00	1.00	18.00
	3 - Southmoor Lane	20.00	3.00	3.00	25.00
	4 - Harts Farm Way	65.00	13.00	11.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.28	3.07	0.4	A	101.00	404.00
2 - Brookside Road	0.35	9.28	0.5	A	39.25	157.00
3 - Southmoor Lane	0.40	4.96	0.7	A	85.50	342.00
4 - Harts Farm Way	0.49	5.50	1.0	A	122.75	491.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	113.00	113.00	49.70	408.27	0.277	112.61	158.98	0.0	0.4	3.073	A
2 - Brookside Road	51.00	51.00	134.47	146.91	0.347	50.48	27.85	0.0	0.5	9.284	A
3 - Southmoor Lane	121.00	121.00	153.13	303.37	0.399	120.33	31.82	0.0	0.7	4.960	A
4 - Harts Farm Way	147.00	147.00	62.58	313.65	0.469	146.10	210.88	0.0	0.9	5.499	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	94.00	94.00	47.03	410.14	0.229	94.09	149.13	0.4	0.3	2.850	A
2 - Brookside Road	42.00	42.00	107.14	157.20	0.267	42.14	33.97	0.5	0.4	8.192	A
3 - Southmoor Lane	78.00	78.00	123.23	321.11	0.243	78.33	26.05	0.7	0.3	3.855	A
4 - Harts Farm Way	160.00	160.00	36.22	329.05	0.486	159.93	165.34	0.9	1.0	5.477	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	88.00	88.00	26.16	424.77	0.207	88.03	96.45	0.3	0.3	2.710	A
2 - Brookside Road	37.00	37.00	103.05	158.74	0.233	37.07	11.14	0.4	0.3	7.713	A
3 - Southmoor Lane	92.00	92.00	109.12	329.49	0.279	91.92	31.00	0.3	0.4	4.102	A
4 - Harts Farm Way	92.00	92.00	30.05	332.66	0.277	92.57	170.99	1.0	0.4	3.871	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	109.00	109.00	32.97	420.00	0.260	108.91	94.01	0.3	0.4	2.933	A
2 - Brookside Road	27.00	27.00	121.92	151.64	0.178	27.10	19.96	0.3	0.2	7.237	A
3 - Southmoor Lane	51.00	51.00	127.98	318.30	0.160	51.21	21.05	0.4	0.2	3.591	A
4 - Harts Farm Way	92.00	92.00	34.98	329.78	0.279	92.00	144.21	0.4	0.4	3.864	A

2023 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2023 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	19.00	38.00	87.00
		2 - Brookside Road	3.00	0.00	2.00	12.00
		3 - Southmoor Lane	28.00	2.00	0.00	71.00
		4 - Harts Farm Way	94.00	22.00	65.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	15.00	33.00	92.00
		2 - Brookside Road	9.00	0.00	3.00	27.00
		3 - Southmoor Lane	14.00	2.00	2.00	43.00
		4 - Harts Farm Way	85.00	36.00	89.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	19.00	44.00	95.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	21.00	0.00	0.00	33.00
	4 - Harts Farm Way	86.00	22.00	92.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	25.00	94.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	31.00	3.00	0.00	33.00
	4 - Harts Farm Way	103.00	19.00	53.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	4	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.44	4.59	0.8	A	144.25	577.00
2 - Brookside Road	0.34	11.54	0.5	B	22.50	90.00
3 - Southmoor Lane	0.30	4.36	0.5	A	70.75	283.00
4 - Harts Farm Way	0.63	7.35	1.7	A	192.00	768.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	146.00	146.00	88.40	381.12	0.383	145.38	126.19	0.0	0.6	3.855	A
2 - Brookside Road	17.00	17.00	191.02	125.62	0.135	16.85	42.76	0.0	0.2	8.262	A
3 - Southmoor Lane	101.00	101.00	103.48	332.84	0.303	100.51	104.38	0.0	0.5	4.357	A
4 - Harts Farm Way	181.00	181.00	34.82	329.87	0.549	179.78	169.18	0.0	1.2	6.071	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	128.57	352.95	0.397	139.96	107.95	0.6	0.7	4.283	A
2 - Brookside Road	39.00	39.00	215.66	116.34	0.335	38.66	52.87	0.2	0.5	11.536	B
3 - Southmoor Lane	61.00	61.00	127.63	318.51	0.192	61.23	126.70	0.5	0.3	3.832	A
4 - Harts Farm Way	210.00	210.00	26.99	334.45	0.628	209.53	161.86	1.2	1.7	7.354	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	158.00	158.00	114.12	363.09	0.435	157.86	115.99	0.7	0.8	4.587	A
2 - Brookside Road	25.00	25.00	230.88	110.61	0.226	25.20	41.10	0.5	0.3	10.563	B
3 - Southmoor Lane	54.00	54.00	113.20	327.07	0.165	54.05	142.89	0.3	0.2	3.519	A
4 - Harts Farm Way	200.00	200.00	30.00	332.69	0.601	200.11	137.24	1.7	1.6	7.038	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	133.00	133.00	77.38	388.86	0.342	133.27	138.00	0.8	0.5	3.574	A
2 - Brookside Road	9.00	9.00	176.57	131.06	0.069	9.22	34.08	0.3	0.1	7.399	A
3 - Southmoor Lane	67.00	67.00	105.24	331.79	0.202	66.93	80.55	0.2	0.3	3.750	A
4 - Harts Farm Way	177.00	177.00	38.02	328.00	0.540	177.35	134.15	1.6	1.2	6.221	A

2023 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2023 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	4.00	103.00
		2 - Brookside Road	15.00	0.00	0.00	33.00
		3 - Southmoor Lane	36.00	8.00	0.00	71.00
		4 - Harts Farm Way	101.00	14.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	4.00	9.00	83.00
		2 - Brookside Road	9.00	0.00	0.00	31.00
		3 - Southmoor Lane	20.00	5.00	0.00	48.00
		4 - Harts Farm Way	113.00	23.00	16.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	78.00
	2 - Brookside Road	4.00	0.00	3.00	28.00
	3 - Southmoor Lane	24.00	0.00	0.00	62.00
	4 - Harts Farm Way	64.00	8.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	100.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	19.00	3.00	3.00	24.00
	4 - Harts Farm Way	62.00	12.00	10.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.28	3.05	0.4	A	102.50	410.00
2 - Brookside Road	0.33	8.99	0.5	A	37.25	149.00
3 - Southmoor Lane	0.38	4.78	0.6	A	80.75	323.00
4 - Harts Farm Way	0.46	5.26	0.9	A	117.25	469.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	113.00	113.00	47.72	409.65	0.276	112.62	152.07	0.0	0.4	3.052	A
2 - Brookside Road	48.00	48.00	133.48	147.28	0.326	47.52	26.86	0.0	0.5	8.994	A
3 - Southmoor Lane	115.00	115.00	151.17	304.53	0.378	114.39	29.83	0.0	0.6	4.776	A
4 - Harts Farm Way	141.00	141.00	59.61	315.38	0.447	140.18	205.95	0.0	0.8	5.262	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	96.00	96.00	44.03	412.24	0.233	96.08	142.12	0.4	0.3	2.847	A
2 - Brookside Road	40.00	40.00	108.13	156.83	0.255	40.11	31.98	0.5	0.4	8.069	A
3 - Southmoor Lane	73.00	73.00	123.20	321.13	0.227	73.30	25.05	0.6	0.3	3.777	A
4 - Harts Farm Way	152.00	152.00	34.20	330.24	0.460	151.95	162.31	0.8	0.9	5.194	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	91.00	91.00	25.14	425.49	0.214	91.03	92.40	0.3	0.3	2.729	A
2 - Brookside Road	35.00	35.00	105.04	157.99	0.222	35.06	11.12	0.4	0.3	7.650	A
3 - Southmoor Lane	86.00	86.00	110.11	328.90	0.261	85.93	29.99	0.3	0.4	4.012	A
4 - Harts Farm Way	89.00	89.00	28.05	333.83	0.267	89.49	167.99	0.9	0.4	3.803	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	110.00	110.00	30.98	421.40	0.261	109.92	90.01	0.3	0.4	2.922	A
2 - Brookside Road	26.00	26.00	121.93	151.63	0.171	26.09	18.97	0.3	0.2	7.178	A
3 - Southmoor Lane	49.00	49.00	128.97	317.71	0.154	49.19	19.05	0.4	0.2	3.576	A
4 - Harts Farm Way	87.00	87.00	33.97	330.37	0.263	87.01	144.18	0.4	0.4	3.772	A

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	2.00	20.00	40.00	92.00
		2 - Brookside Road	4.00	0.00	2.00	13.00
		3 - Southmoor Lane	30.00	2.00	0.00	75.00
		4 - Harts Farm Way	99.00	24.00	69.00	0.00

Demand (PCU/TS)

08:15 - 08:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	16.00	35.00	97.00
		2 - Brookside Road	9.00	0.00	4.00	29.00
		3 - Southmoor Lane	14.00	2.00	2.00	45.00
		4 - Harts Farm Way	89.00	38.00	94.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	20.00	46.00	100.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	23.00	0.00	0.00	35.00
	4 - Harts Farm Way	90.00	24.00	97.00	0.00

Demand (PCU/TS)

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	26.00	99.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	33.00	3.00	0.00	35.00
	4 - Harts Farm Way	108.00	20.00	56.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.46	4.89	0.9	A	152.00	608.00
2 - Brookside Road	0.38	12.74	0.6	B	23.75	95.00
3 - Southmoor Lane	0.33	4.55	0.5	A	74.75	299.00
4 - Harts Farm Way	0.66	8.05	1.9	A	202.50	810.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	154.00	154.00	94.31	376.98	0.409	153.31	134.07	0.0	0.7	4.062	A
2 - Brookside Road	19.00	19.00	201.89	121.53	0.156	18.82	45.72	0.0	0.2	8.746	A
3 - Southmoor Lane	107.00	107.00	110.41	328.72	0.326	106.46	110.29	0.0	0.5	4.552	A
4 - Harts Farm Way	192.00	192.00	37.79	328.14	0.585	190.59	179.08	0.0	1.4	6.609	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	148.00	148.00	135.51	348.08	0.425	147.95	111.96	0.7	0.7	4.556	A
2 - Brookside Road	42.00	42.00	227.61	111.84	0.376	41.60	55.85	0.2	0.6	12.743	B
3 - Southmoor Lane	63.00	63.00	134.57	314.39	0.200	63.26	134.64	0.5	0.3	3.934	A
4 - Harts Farm Way	221.00	221.00	27.00	334.44	0.661	220.47	170.83	1.4	1.9	8.053	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	166.00	166.00	121.12	358.18	0.463	165.85	121.98	0.7	0.9	4.895	A
2 - Brookside Road	25.00	25.00	242.86	106.10	0.236	25.27	44.11	0.6	0.3	11.171	B
3 - Southmoor Lane	58.00	58.00	118.25	324.07	0.179	58.04	149.88	0.3	0.2	3.615	A
4 - Harts Farm Way	211.00	211.00	32.00	331.52	0.636	211.09	144.30	1.9	1.9	7.780	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	81.47	385.99	0.363	140.31	145.02	0.9	0.6	3.719	A
2 - Brookside Road	9.00	9.00	185.68	127.63	0.071	9.24	36.10	0.3	0.1	7.615	A
3 - Southmoor Lane	71.00	71.00	110.27	328.81	0.216	70.93	84.64	0.2	0.3	3.845	A
4 - Harts Farm Way	186.00	186.00	40.03	326.83	0.569	186.46	141.18	1.9	1.4	6.683	A

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	72	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	1.00	5.00	5.00	109.00
		2 - Brookside Road	16.00	0.00	0.00	35.00
		3 - Southmoor Lane	38.00	8.00	0.00	75.00
		4 - Harts Farm Way	106.00	15.00	27.00	0.00

Demand (PCU/TS)

17:15 - 17:30		To				
	From		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
		1 - Brockhampton Rd	0.00	4.00	9.00	87.00
		2 - Brookside Road	9.00	0.00	0.00	33.00
		3 - Southmoor Lane	22.00	5.00	0.00	51.00
		4 - Harts Farm Way	119.00	25.00	17.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	82.00
	2 - Brookside Road	4.00	0.00	3.00	30.00
	3 - Southmoor Lane	26.00	0.00	0.00	66.00
	4 - Harts Farm Way	67.00	8.00	18.00	0.00

Demand (PCU/TS)

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	6.00	105.00
	2 - Brookside Road	8.00	0.00	1.00	18.00
	3 - Southmoor Lane	20.00	3.00	3.00	25.00
	4 - Harts Farm Way	66.00	13.00	11.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

	To				
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.29	3.15	0.4	A	107.75	431.00
2 - Brookside Road	0.35	9.54	0.5	A	39.25	157.00
3 - Southmoor Lane	0.40	5.07	0.7	A	85.50	342.00
4 - Harts Farm Way	0.49	5.53	1.0	A	123.75	495.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	120.00	120.00	49.70	408.27	0.294	119.58	159.96	0.0	0.4	3.146	A
2 - Brookside Road	51.00	51.00	141.43	144.29	0.353	50.46	27.85	0.0	0.5	9.539	A
3 - Southmoor Lane	121.00	121.00	160.08	299.25	0.404	120.32	31.82	0.0	0.7	5.072	A
4 - Harts Farm Way	148.00	148.00	62.57	313.65	0.472	147.09	217.83	0.0	0.9	5.528	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	100.00	100.00	47.03	410.14	0.244	100.09	150.13	0.4	0.3	2.903	A
2 - Brookside Road	42.00	42.00	113.15	154.94	0.271	42.14	33.97	0.5	0.4	8.359	A
3 - Southmoor Lane	78.00	78.00	129.25	317.55	0.246	78.34	26.05	0.7	0.3	3.913	A
4 - Harts Farm Way	161.00	161.00	36.23	329.05	0.489	160.93	171.36	0.9	1.0	5.509	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	95.00	95.00	26.16	424.77	0.224	95.03	97.46	0.3	0.3	2.766	A
2 - Brookside Road	37.00	37.00	110.05	156.10	0.237	37.07	11.14	0.4	0.3	7.882	A
3 - Southmoor Lane	92.00	92.00	116.12	325.33	0.283	91.92	31.00	0.3	0.4	4.175	A
4 - Harts Farm Way	93.00	93.00	30.05	332.66	0.280	93.57	177.99	1.0	0.4	3.887	A

17:45 - 18:00

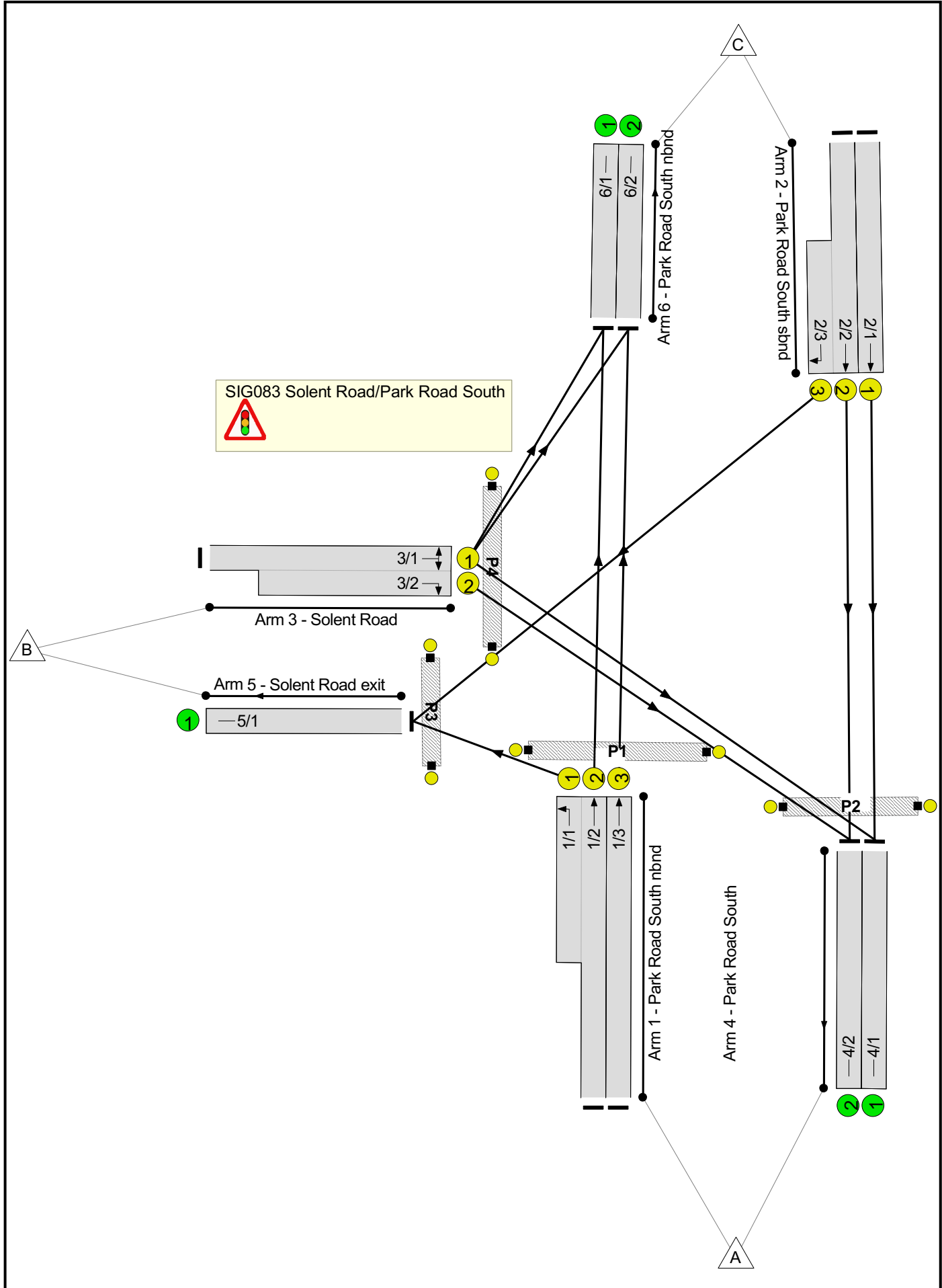
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	116.00	116.00	32.97	420.00	0.276	115.91	95.01	0.3	0.4	2.998	A
2 - Brookside Road	27.00	27.00	128.92	149.00	0.181	27.10	19.96	0.3	0.2	7.393	A
3 - Southmoor Lane	51.00	51.00	134.97	314.15	0.162	51.22	21.05	0.4	0.2	3.648	A
4 - Harts Farm Way	93.00	93.00	34.98	329.78	0.282	93.00	151.21	0.4	0.4	3.879	A

Full Input Data And Results

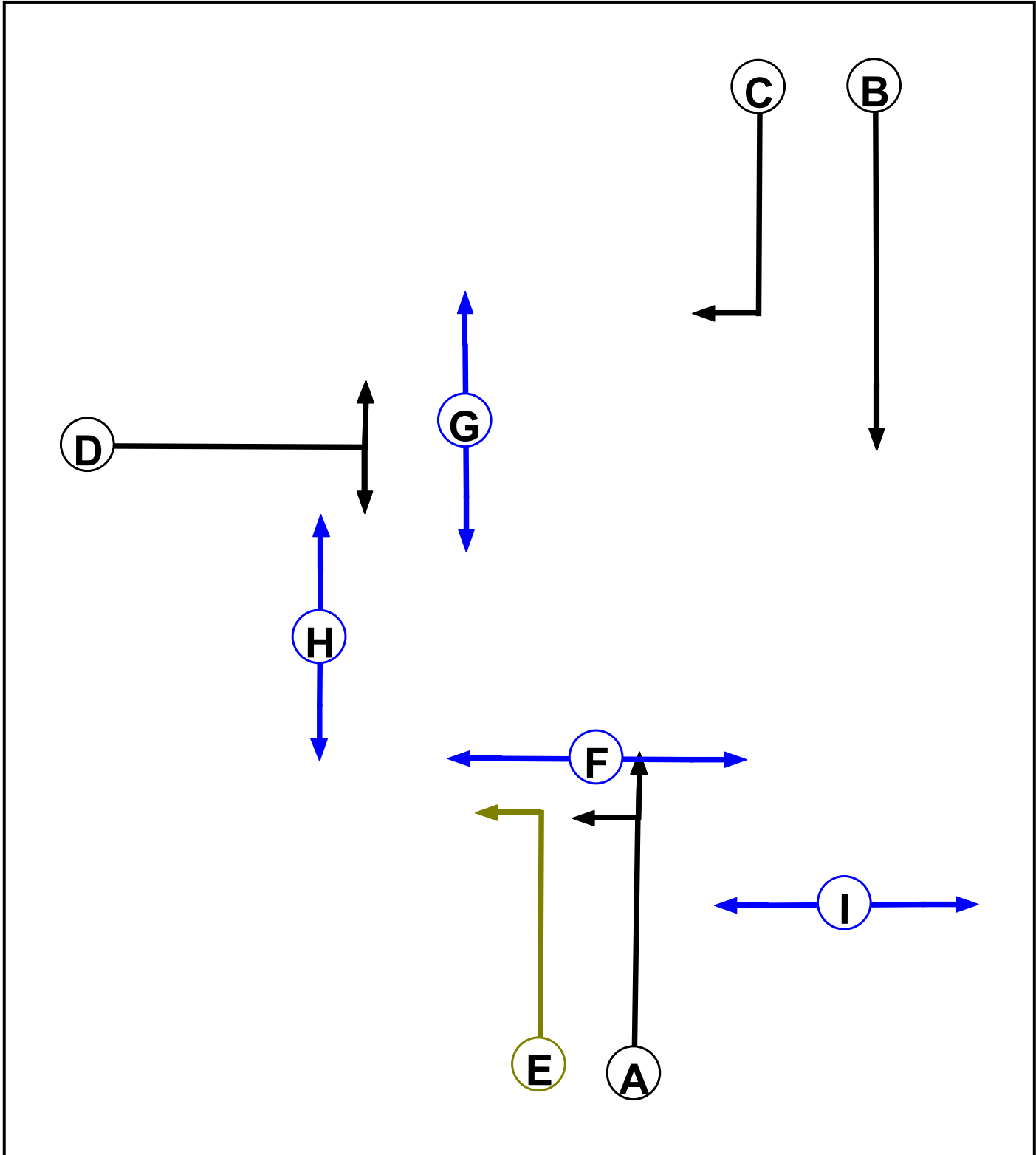
User and Project Details

Project:	TCF - Park Road South corridor, Havant
Title:	Elm Lane junction improvements
Location:	
Additional detail:	
File name:	Solent Rd_Park Rd.lsg3x
Author:	Jonathan Mundy
Company:	Hampshire County Council
Address:	The Castle, Winchester

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	A	4	0
F	Pedestrian		7	7
G	Pedestrian		4	4
H	Pedestrian		5	5
I	Pedestrian		7	7

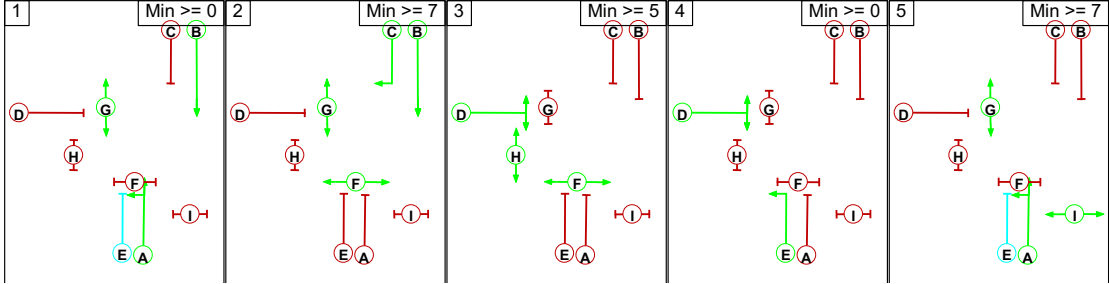
Phase Intergreens Matrix

	Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I
	A		-	7	7	-	6	-	8	-
	B	-		-	5	-	-	-	-	8
	C	6	-		5	6	-	-	9	-
	D	5	7	7		-	-	5	-	10
	E	-	-	5	-		5	-	7	-
	F	6	-	-	-	6		-	-	-
	G	-	-	-	6	-	-		-	-
	H	6	-	6	-	6	-	-		-
	I	-	6	-	6	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B G
2	B C F G
3	D F H
4	D E
5	A G I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		7	8	7	8
	2	6		9	6	8
	3	7	7		6	10
	4	7	X	X		10
	5	6	7	8	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: SIG083 Solent Road/Park Road South

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: SIG083 Solent Road/Park Road South												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Park Road South nbnd)	U	A E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
1/2 (Park Road South nbnd)	U	A	2	3	30.4	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
1/3 (Park Road South nbnd)	U	A	2	3	30.4	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (Park Road South sbnd)	U	B	2	3	51.3	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
2/2 (Park Road South sbnd)	U	B	2	3	51.3	Geom	-	3.30	0.00	N	Arm 4 Ahead	Inf
2/3 (Park Road South sbnd)	U	C	2	3	8.0	Geom	-	3.30	0.00	N	Arm 5 Right	9.00
3/1 (Solent Road)	U	D	2	3	47.0	Geom	-	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00
3/2 (Solent Road)	U	D	2	3	16.0	Geom	-	2.80	0.00	N	Arm 4 Right	7.00
4/1 (Park Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Park Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Solent Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Park Road South nbnd)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Park Road South nbnd)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 AM Baseline (Covid19 adjustment)'	08:00	09:00	01:00	
2: '2020 PM Baseline (Covid19 adjustment)'	17:00	18:00	01:00	
3: '2023 AM Baseline (+Com Dev)'	08:00	09:00	01:00	
4: '2023 PM Baseline (+Com Dev)'	17:00	18:00	01:00	
5: '2025 AM Baseline (+Com Dev)'	08:00	09:00	01:00	
6: '2025 PM Baseline (+Com Dev)'	17:00	18:00	01:00	
7: '2026 AM Baseline (+Com Dev)'	08:00	09:00	01:00	
8: '2026 PM Baseline (+Com Dev)'	17:00	18:00	01:00	
9: '2023 AM Baseline + Dev'	08:00	09:00	01:00	
10: '2023 PM Baseline + Dev'	17:00	18:00	01:00	
11: '2025 AM Baseline + Dev'	08:00	09:00	01:00	
12: '2025 PM Baseline + Dev'	17:00	18:00	01:00	
13: '2026 AM Baseline + Dev'	08:00	09:00	01:00	
14: '2026 PM Baseline + Dev'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2020 AM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	688	1293	1981
	B	289	0	245	534
	C	891	508	0	1399
	Tot.	1180	1196	1538	3914

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	688
1/2 (with short)	1048(In) 360(Out)
1/3	933
2/1	891
2/2 (with short)	508(In) 0(Out)
2/3 (short)	508
3/1 (with short)	534(In) 263(Out)
3/2 (short)	271
4/1	909
4/2	271
5/1	1196
6/1	482
6/2	1056

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	6.8 % 93.2 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2020 PM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	437	772	1209
	B	577	0	309	886
	C	765	274	0	1039
	Tot.	1342	711	1081	3134

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	437
1/2 (with short)	790(In) 353(Out)
1/3	419
2/1	566
2/2 (with short)	473(In) 199(Out)
2/3 (short)	274
3/1 (with short)	886(In) 438(Out)
3/2 (short)	448
4/1	695
4/2	647
5/1	711
6/1	507
6/2	574

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.5 % 70.5 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2023 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	708	1331	2039
	B	297	0	252	549
	C	917	523	0	1440
	Tot.	1214	1231	1583	4028

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	708
1/2 (with short)	1081(In) 373(Out)
1/3	958
2/1	917
2/2 (with short)	523(In) 0(Out)
2/3 (short)	523
3/1 (with short)	549(In) 271(Out)
3/2 (short)	278
4/1	936
4/2	278
5/1	1231
6/1	499
6/2	1084

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.0 % 93.0 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2023 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	449	794	1243
	B	593	0	318	911
	C	786	282	0	1068
	Tot.	1379	731	1112	3222

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	449
1/2 (with short)	808(In) 359(Out)
1/3	435
2/1	609
2/2 (with short)	459(In) 177(Out)
2/3 (short)	282
3/1 (with short)	911(In) 451(Out)
3/2 (short)	460
4/1	742
4/2	637
5/1	731
6/1	518
6/2	594

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.5 % 70.5 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2025 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	742	1395	2137
	B	312	0	265	577
	C	961	548	0	1509
	Tot.	1273	1290	1660	4223

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	742
1/2 (with short)	1144(In) 402(Out)
1/3	993
2/1	961
2/2 (with short)	548(In) 0(Out)
2/3 (short)	548
3/1 (with short)	577(In) 284(Out)
3/2 (short)	293
4/1	980
4/2	293
5/1	1290
6/1	534
6/2	1126

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	6.7 % 93.3 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: '2025 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	470	830	1300
	B	621	0	333	954
	C	823	295	0	1118
	Tot.	1444	765	1163	3372

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	470
1/2 (with short)	837(In) 367(Out)
1/3	463
2/1	720
2/2 (with short)	398(In) 103(Out)
2/3 (short)	295
3/1 (with short)	954(In) 472(Out)
3/2 (short)	482
4/1	859
4/2	585
5/1	765
6/1	533
6/2	630

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.4 % 70.6 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG7: '2026 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	748	1406	2154
	B	314	0	267	581
	C	969	552	0	1521
	Tot.	1283	1300	1673	4256

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	748
1/2 (with short)	1150(In) 402(Out)
1/3	1004
2/1	969
2/2 (with short)	552(In) 0(Out)
2/3 (short)	552
3/1 (with short)	581(In) 286(Out)
3/2 (short)	295
4/1	988
4/2	295
5/1	1300
6/1	535
6/2	1138

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	6.6 % 93.4 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG8: '2026 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	474	837	1311
	B	626	0	335	961
	C	830	297	0	1127
	Tot.	1456	771	1172	3399

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	474
1/2 (with short)	843(In) 369(Out)
1/3	468
2/1	726
2/2 (with short)	401(In) 104(Out)
2/3 (short)	297
3/1 (with short)	961(In) 476(Out)
3/2 (short)	485
4/1	867
4/2	589
5/1	771
6/1	536
6/2	636

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.6 % 70.4 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG9: '2023 AM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	729	1331	2060
	B	300	0	254	554
	C	917	533	0	1450
	Tot.	1217	1262	1585	4064

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	729
1/2 (with short)	1124(In) 395(Out)
1/3	936
2/1	917
2/2 (with short)	533(In) 0(Out)
2/3 (short)	533
3/1 (with short)	554(In) 273(Out)
3/2 (short)	281
4/1	936
4/2	281
5/1	1262
6/1	522
6/2	1063

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.0 % 93.0 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG10: '2023 PM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	452	794	1246
	B	612	0	327	939
	C	786	283	0	1069
	Tot.	1398	735	1121	3254

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	452
1/2 (with short)	808(In) 356(Out)
1/3	438
2/1	643
2/2 (with short)	426(In) 143(Out)
2/3 (short)	283
3/1 (with short)	939(In) 465(Out)
3/2 (short)	474
4/1	781
4/2	617
5/1	735
6/1	519
6/2	602

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.7 % 70.3 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '11' (FG11: '2025 AM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	763	1395	2158
	B	314	0	266	580
	C	961	558	0	1519
	Tot.	1275	1321	1661	4257

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	763
1/2 (with short)	1180(In) 417(Out)
1/3	978
2/1	961
2/2 (with short)	558(In) 0(Out)
2/3 (short)	558
3/1 (with short)	580(In) 286(Out)
3/2 (short)	294
4/1	981
4/2	294
5/1	1321
6/1	550
6/2	1111

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	7.0 % 93.0 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '12' (FG12: '2025 PM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	473	830	1303
	B	639	0	342	981
	C	823	296	0	1119
	Tot.	1462	769	1172	3403

Traffic Lane Flows

Lane	Scenario 12: 12
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	473
1/2 (with short)	840(In) 367(Out)
1/3	463
2/1	710
2/2 (with short)	409(In) 113(Out)
2/3 (short)	296
3/1 (with short)	981(In) 485(Out)
3/2 (short)	496
4/1	853
4/2	609
5/1	769
6/1	538
6/2	634

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.5 % 70.5 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '13' (FG13: '2026 AM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	769	1406	2175
	B	317	0	268	585
	C	969	562	0	1531
	Tot.	1286	1331	1674	4291

Traffic Lane Flows

Lane	Scenario 13: 13
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	769
1/2 (with short)	1186(In) 417(Out)
1/3	989
2/1	969
2/2 (with short)	562(In) 0(Out)
2/3 (short)	562
3/1 (with short)	585(In) 288(Out)
3/2 (short)	297
4/1	989
4/2	297
5/1	1331
6/1	551
6/2	1123

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	0.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	6.9 % 93.1 %	1628	1628
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '14' (FG14: '2026 PM Baseline + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	477	837	1314
	B	644	0	345	989
	C	830	299	0	1129
	Tot.	1474	776	1182	3432

Traffic Lane Flows

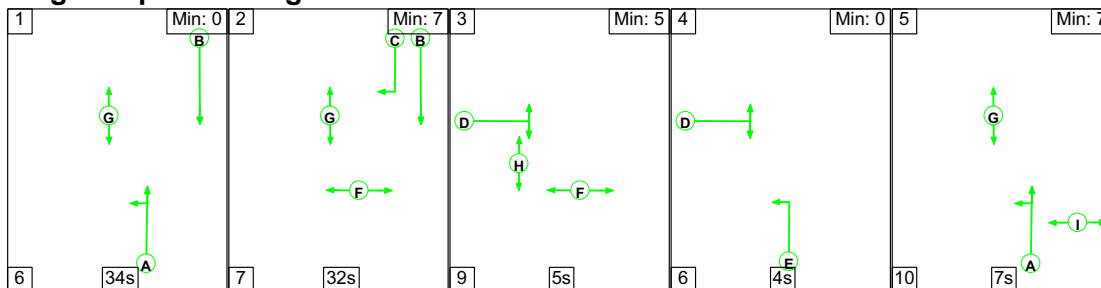
Lane	Scenario 14: 14
Junction: SIG083 Solent Road/Park Road South	
1/1 (short)	477
1/2 (with short)	846(In) 369(Out)
1/3	468
2/1	718
2/2 (with short)	411(In) 112(Out)
2/3 (short)	299
3/1 (with short)	989(In) 489(Out)
3/2 (short)	500
4/1	862
4/2	612
5/1	776
6/1	541
6/2	641

Lane Saturation Flows

Junction: SIG083 Solent Road/Park Road South								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Road South nbnd)	3.00	0.00	Y	Arm 5 Left	12.00	100.0 %	1702	1702
1/2 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
1/3 (Park Road South nbnd)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (Park Road South sbnd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
2/2 (Park Road South sbnd)	3.30	0.00	N	Arm 4 Ahead	Inf	100.0 %	2085	2085
2/3 (Park Road South sbnd)	3.30	0.00	N	Arm 5 Right	9.00	100.0 %	1787	1787
3/1 (Solent Road)	2.80	0.00	Y	Arm 4 Right Arm 6 Left	12.00 9.00	29.4 % 70.6 %	1642	1642
3/2 (Solent Road)	2.80	0.00	N	Arm 4 Right	7.00	100.0 %	1676	1676
4/1 (Park Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Park Road South Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Solent Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Park Road South nbnd Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Park Road South nbnd Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2020 AM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

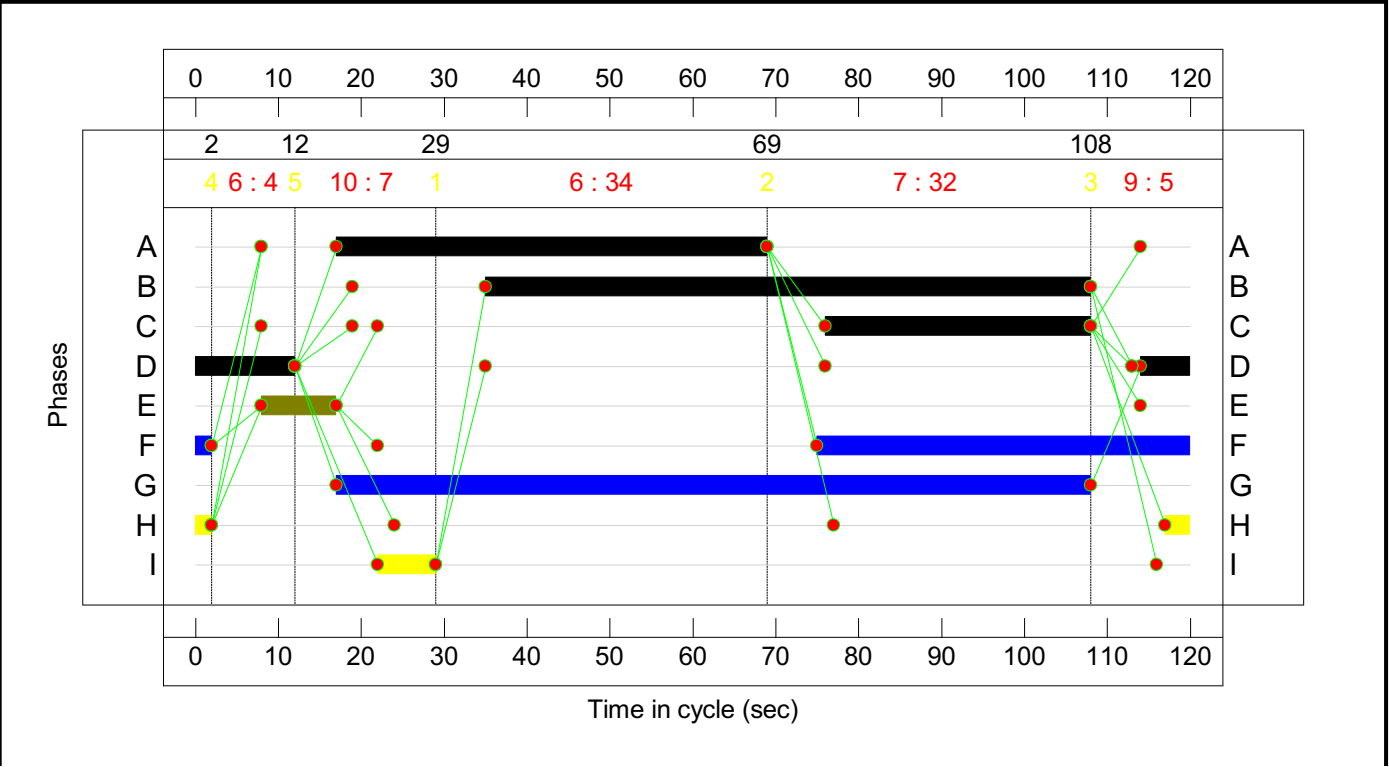
Stage Sequence Diagram



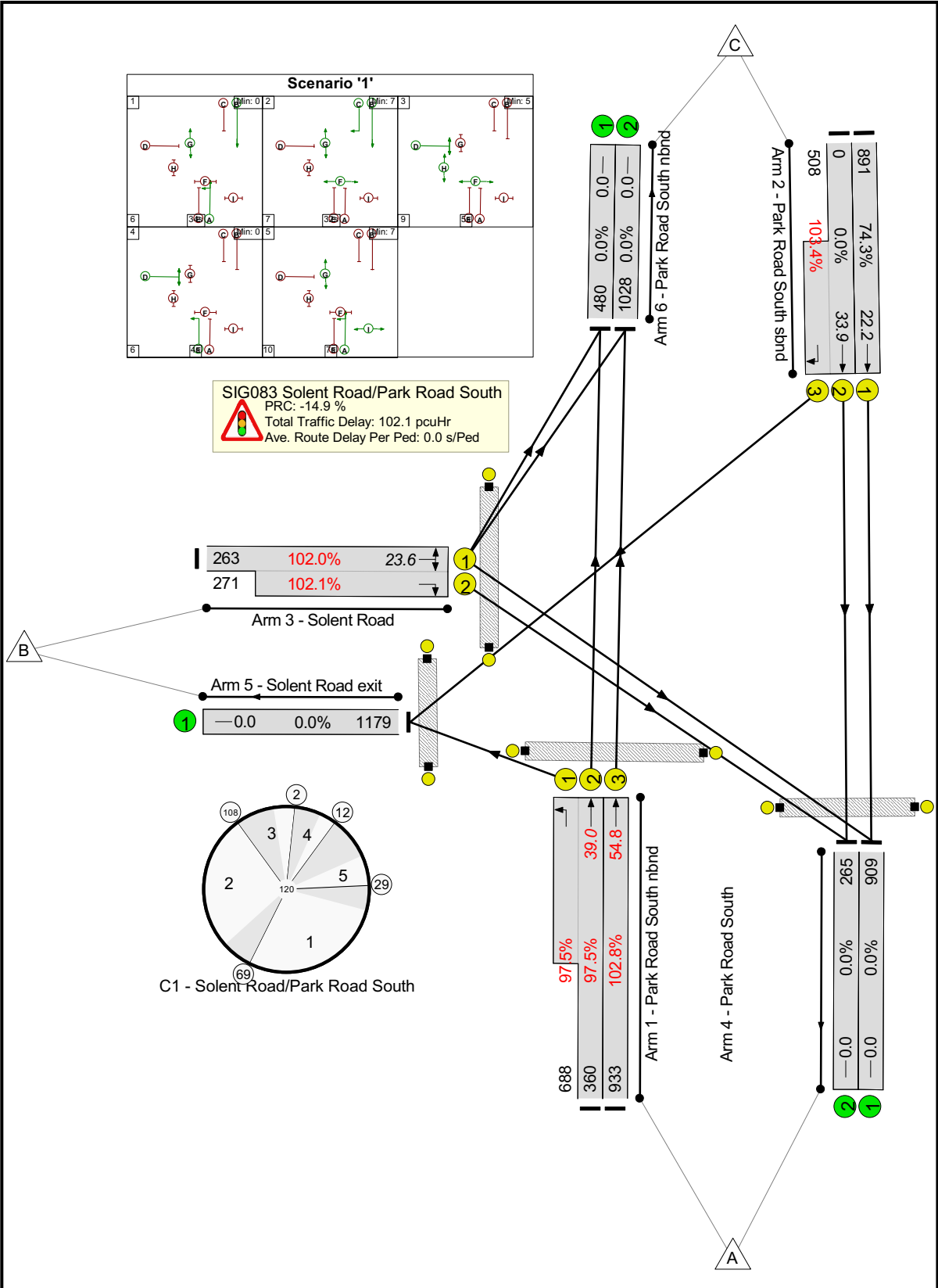
Stage Timings

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	29	69	108	2	12

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	103.4%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1048	2055:1702	369+706	97.5 : 97.5%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	933	2055	908	102.8%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	891	1945	1199	74.3%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	508	2085:1787	0+491	0.0 : 103.4%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	534	1628:1676	258+265	102.0 : 102.1%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1196	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

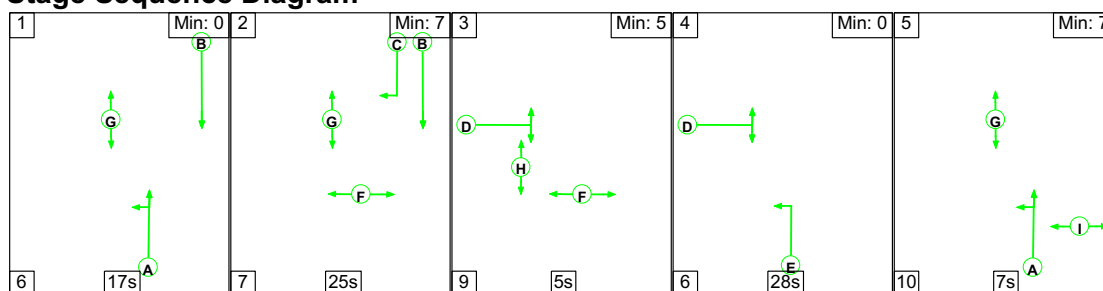
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	36.2	65.8	0.0	102.1	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	36.2	65.8	0.0	102.1	-	-	-	-
1/2+1/1	1048	1048	-	-	-	7.5	10.8	-	18.3	62.9	28.2	10.8	39.0
1/3	933	908	-	-	-	10.1	22.9	-	32.9	127.1	31.9	22.9	54.8
2/1	891	891	-	-	-	4.0	1.4	-	5.5	22.1	20.8	1.4	22.2
2/2+2/3	508	491	-	-	-	6.8	16.2	-	23.0	162.7	17.8	16.2	33.9
3/1+3/2	534	523	-	-	-	7.8	14.6	-	22.4	151.2	9.0	14.6	23.6
4/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-14.9	Total Delay for Signalled Lanes (pcuHr):		102.08	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-14.9	Total Delay Over All Lanes(pcuHr):		102.08					

Full Input Data And Results

Scenario 2: '2' (FG2: '2020 PM Baseline (Covid19 adjustment)', Plan 1: 'Network Control Plan 1')

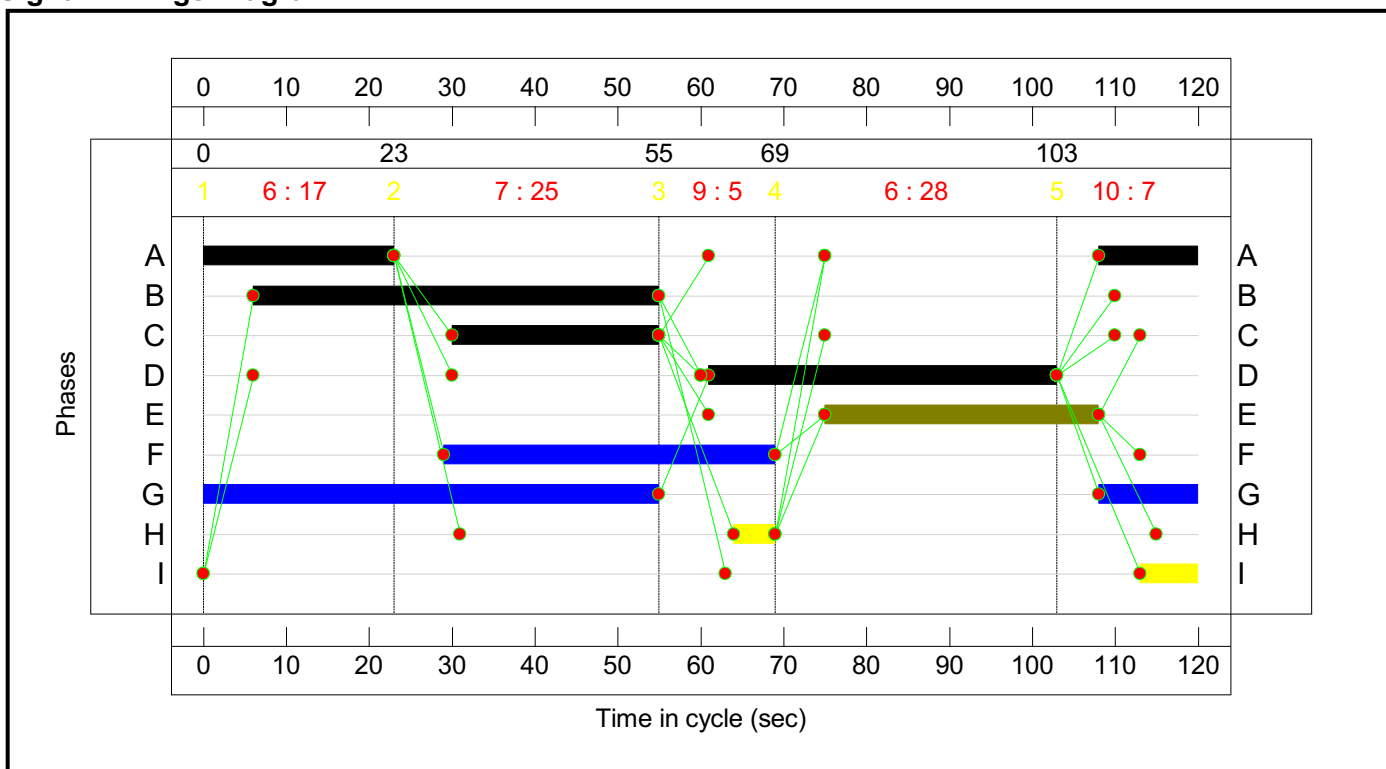
Stage Sequence Diagram



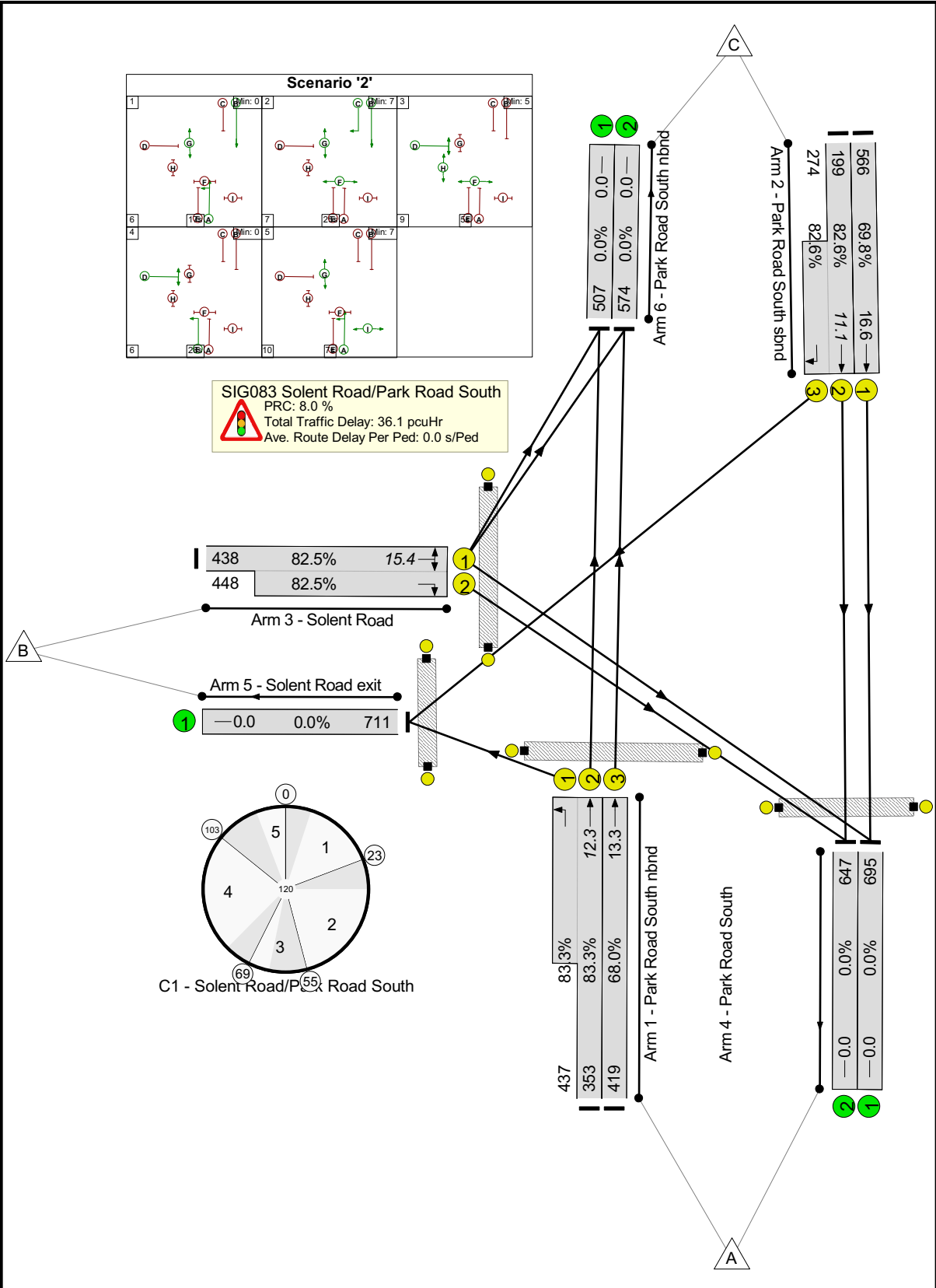
Stage Timings

Stage	1	2	3	4	5
Duration	17	25	5	28	7
Change Point	0	23	55	69	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	83.3%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:68	33	790	2055:1702	424+524	83.3 : 83.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	419	2055	617	68.0%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	566	1945	810	69.8%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:25	-	473	2085:1787	241+332	82.6 : 82.6%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	886	1642:1676	531+543	82.5 : 82.5%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
Ped Link: P1	Solent Rd west	-	N/A	-	F		1	40	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

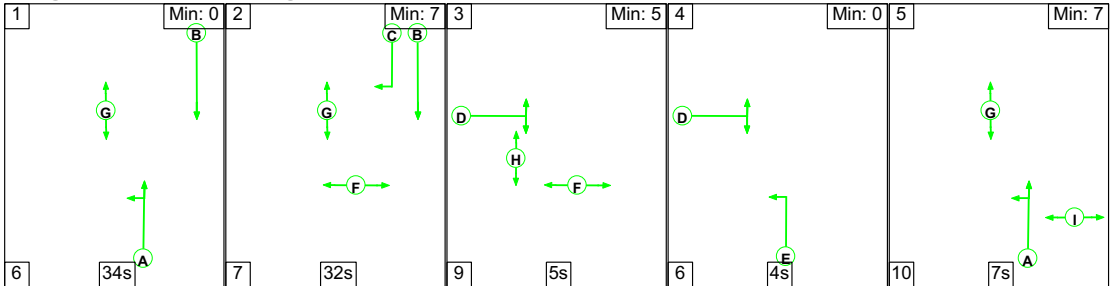
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	26.9	9.2	0.0	36.1	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	26.9	9.2	0.0	36.1	-	-	-	-
1/2+1/1	790	790	-	-	-	5.3	2.4	-	7.7	35.0	9.9	2.4	12.3
1/3	419	419	-	-	-	4.3	1.0	-	5.3	46.0	12.2	1.0	13.3
2/1	566	566	-	-	-	4.5	1.1	-	5.7	36.1	15.4	1.1	16.6
2/2+2/3	473	473	-	-	-	4.6	2.3	-	6.8	52.0	8.8	2.3	11.1
3/1+3/2	886	886	-	-	-	8.3	2.3	-	10.6	43.1	13.1	2.3	15.4
4/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		8.0	Total Delay for Signalled Lanes (pcuHr):		36.13	Cycle Time (s): 120				
			PRC Over All Lanes (%):		8.0	Total Delay Over All Lanes(pcuHr):		36.13					

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

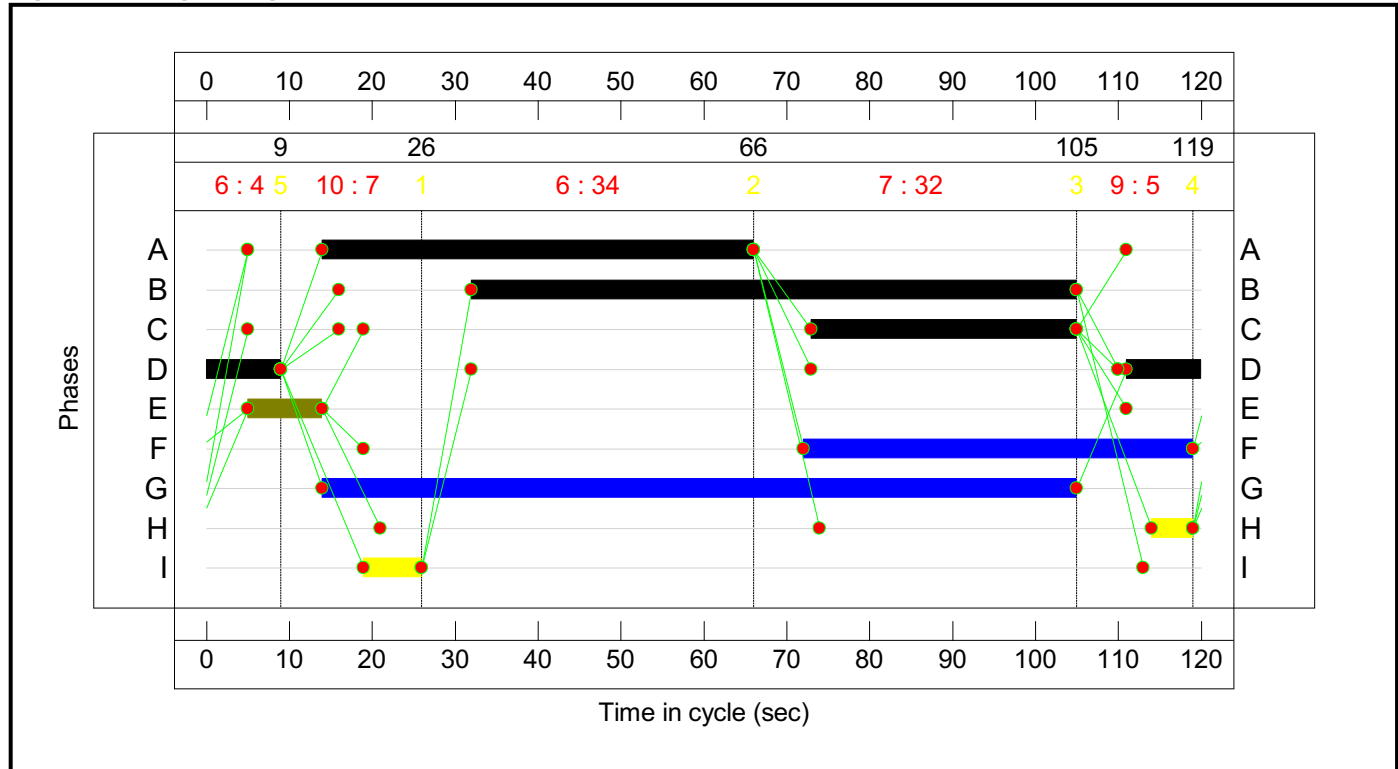
Stage Sequence Diagram



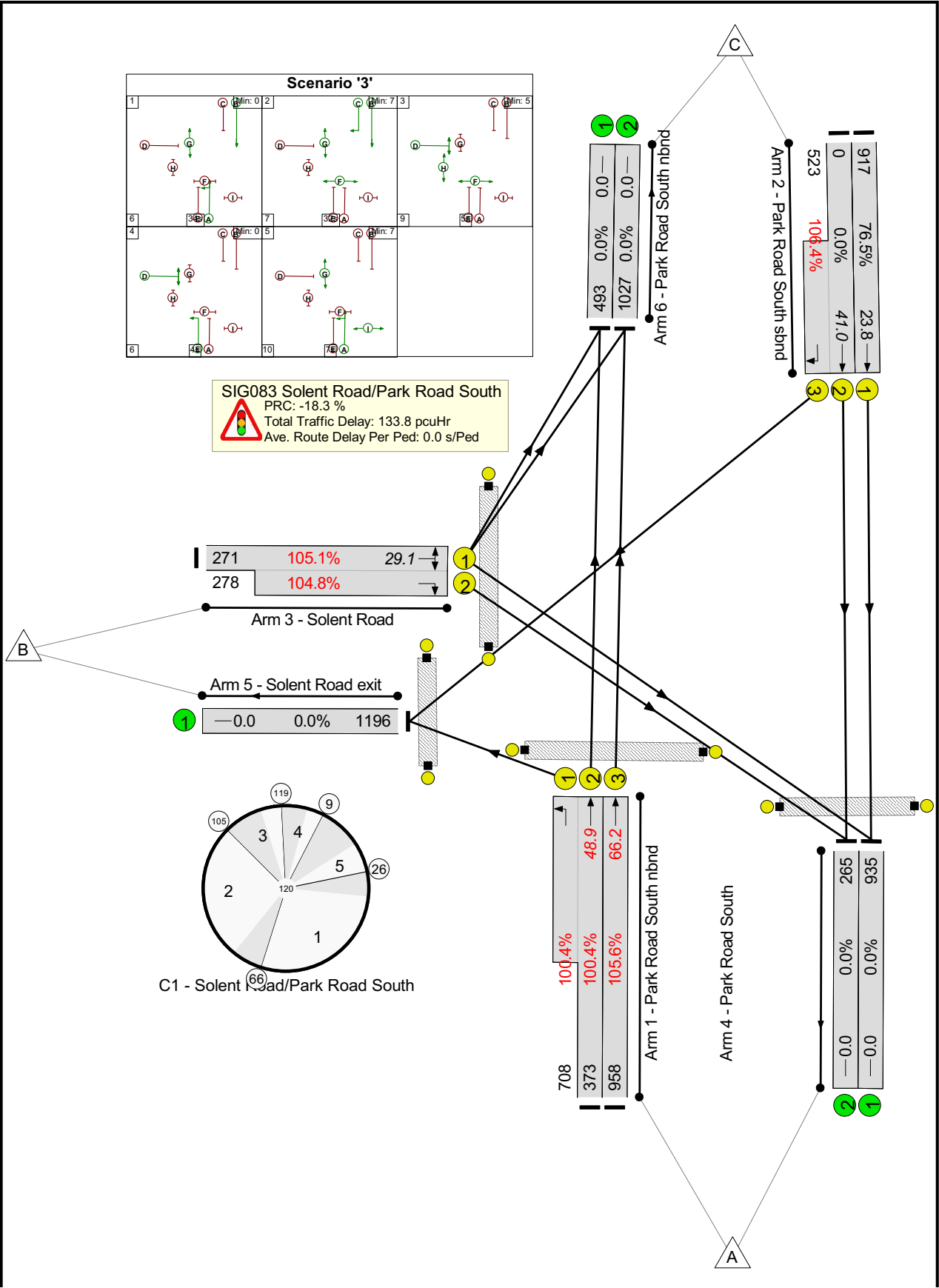
Stage Timings

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	26	66	105	119	9

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	106.4%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1081	2055:1702	371+705	100.4 : 100.4%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	958	2055	908	105.6%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	917	1945	1199	76.5%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	523	2085:1787	0+491	0.0 : 106.4%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	549	1628:1676	258+265	105.1 : 104.8%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

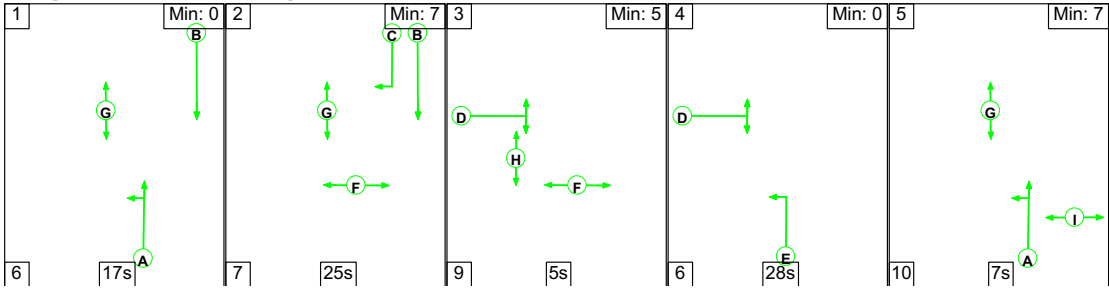
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	40.3	93.5	0.0	133.8	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	40.3	93.5	0.0	133.8	-	-	-	-
1/2+1/1	1081	1078	-	-	-	8.2	17.7	-	25.9	86.2	31.2	17.7	48.9
1/3	958	908	-	-	-	11.7	32.5	-	44.2	166.2	33.6	32.5	66.2
2/1	917	917	-	-	-	4.2	1.6	-	5.9	23.0	22.2	1.6	23.8
2/2+2/3	523	491	-	-	-	7.6	21.8	-	29.4	202.5	19.2	21.8	41.0
3/1+3/2	549	523	-	-	-	8.5	19.8	-	28.4	186.2	9.3	19.8	29.1
4/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -18.3 PRC Over All Lanes (%): -18.3		Total Delay for Signalled Lanes (pcuHr): 133.77 Total Delay Over All Lanes(pcuHr): 133.77		Cycle Time (s): 120						

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

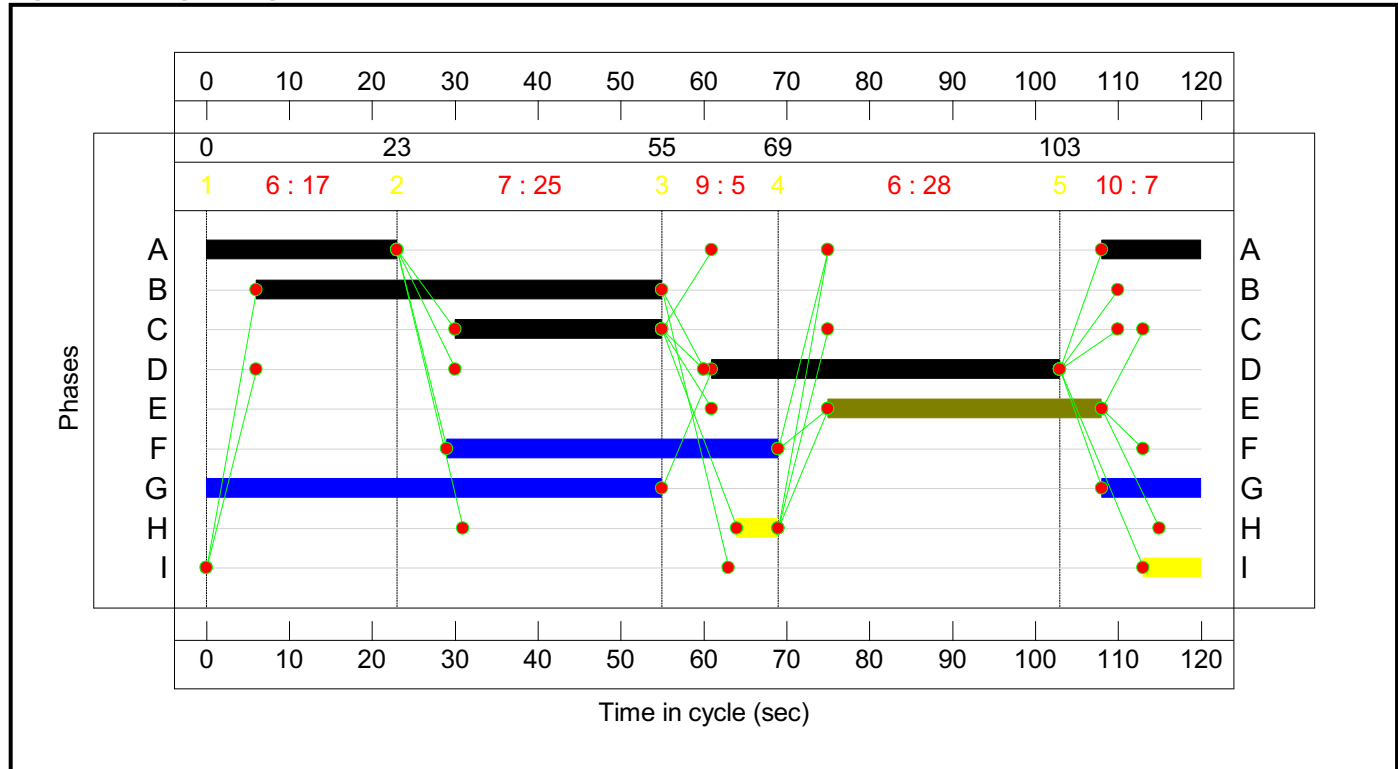
Stage Sequence Diagram



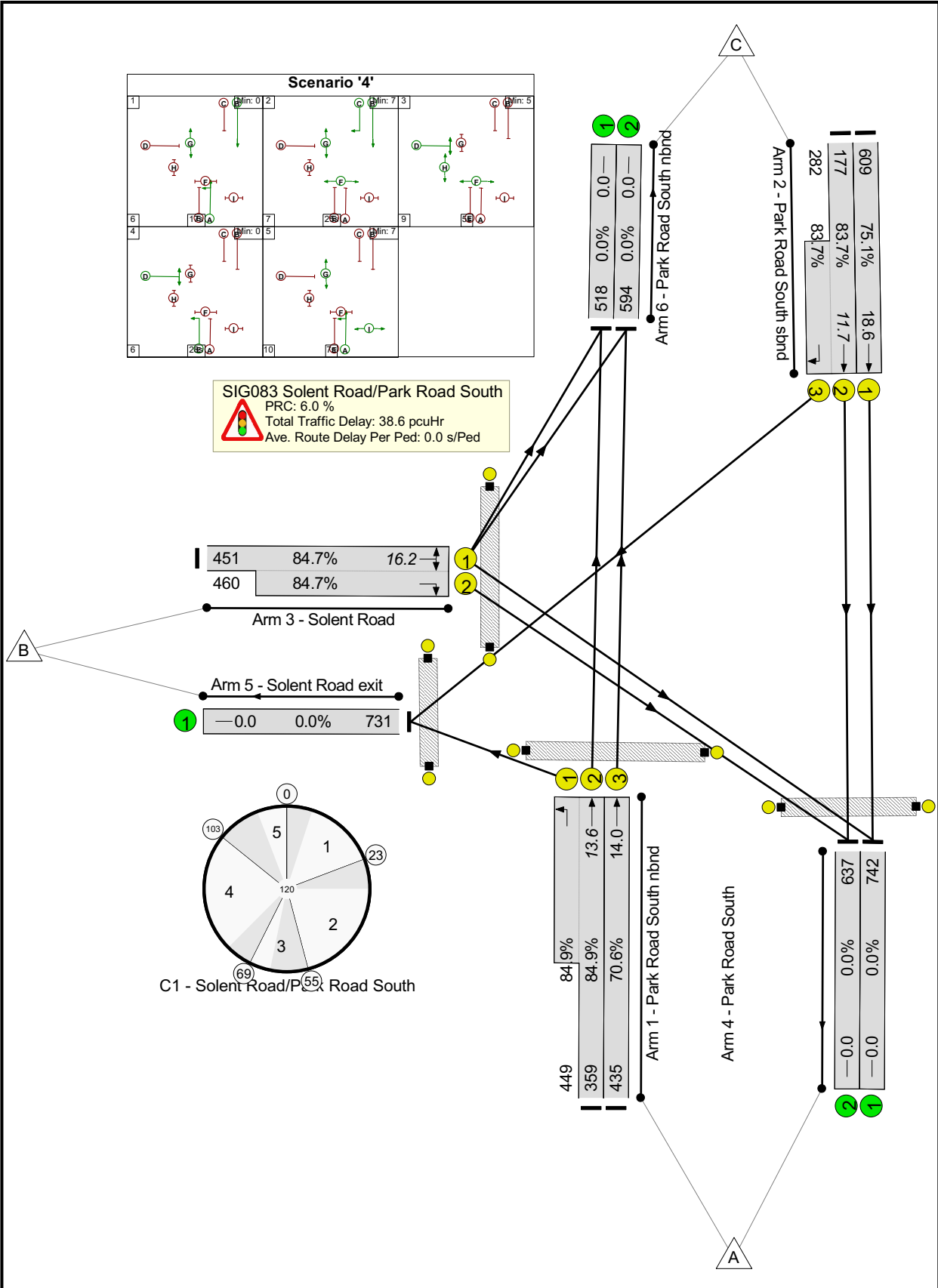
Stage Timings

Stage	1	2	3	4	5
Duration	17	25	5	28	7
Change Point	0	23	55	69	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:68	33	808	2055:1702	423+529	84.9 : 84.9%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	435	2055	617	70.6%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	609	1945	810	75.1%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:25	-	459	2085:1787	211+337	83.7 : 83.7%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	911	1642:1676	532+543	84.7 : 84.7%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	40	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

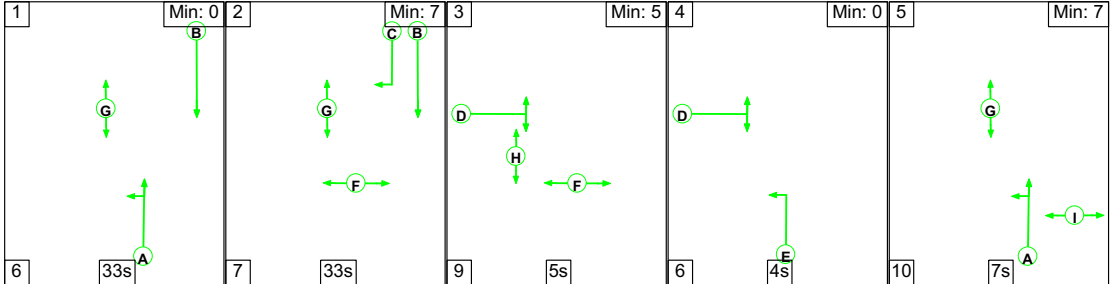
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	28.1	10.5	0.0	38.6	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	28.1	10.5	0.0	38.6	-	-	-	-
1/2+1/1	808	808	-	-	-	5.4	2.7	-	8.1	36.1	10.9	2.7	13.6
1/3	435	435	-	-	-	4.5	1.2	-	5.7	47.1	12.8	1.2	14.0
2/1	609	609	-	-	-	5.0	1.5	-	6.5	38.5	17.1	1.5	18.6
2/2+2/3	459	459	-	-	-	4.5	2.4	-	7.0	54.7	9.3	2.4	11.7
3/1+3/2	911	911	-	-	-	8.6	2.7	-	11.3	44.7	13.5	2.7	16.2
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		6.0	Total Delay for Signalled Lanes (pcuHr):			38.60	Cycle Time (s): 120			
			PRC Over All Lanes (%):		6.0	Total Delay Over All Lanes(pcuHr):			38.60				

Full Input Data And Results

Scenario 5: '5' (FG5: '2025 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

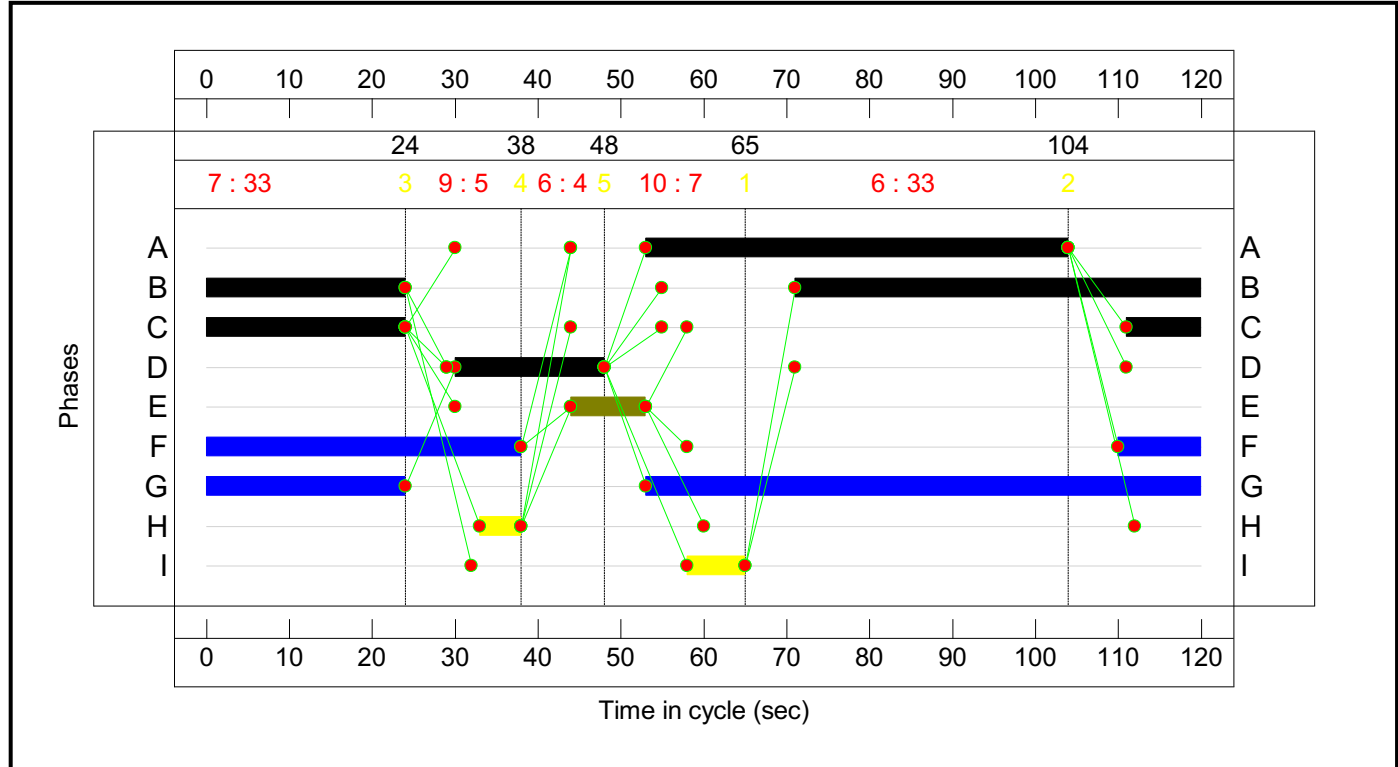
Stage Sequence Diagram



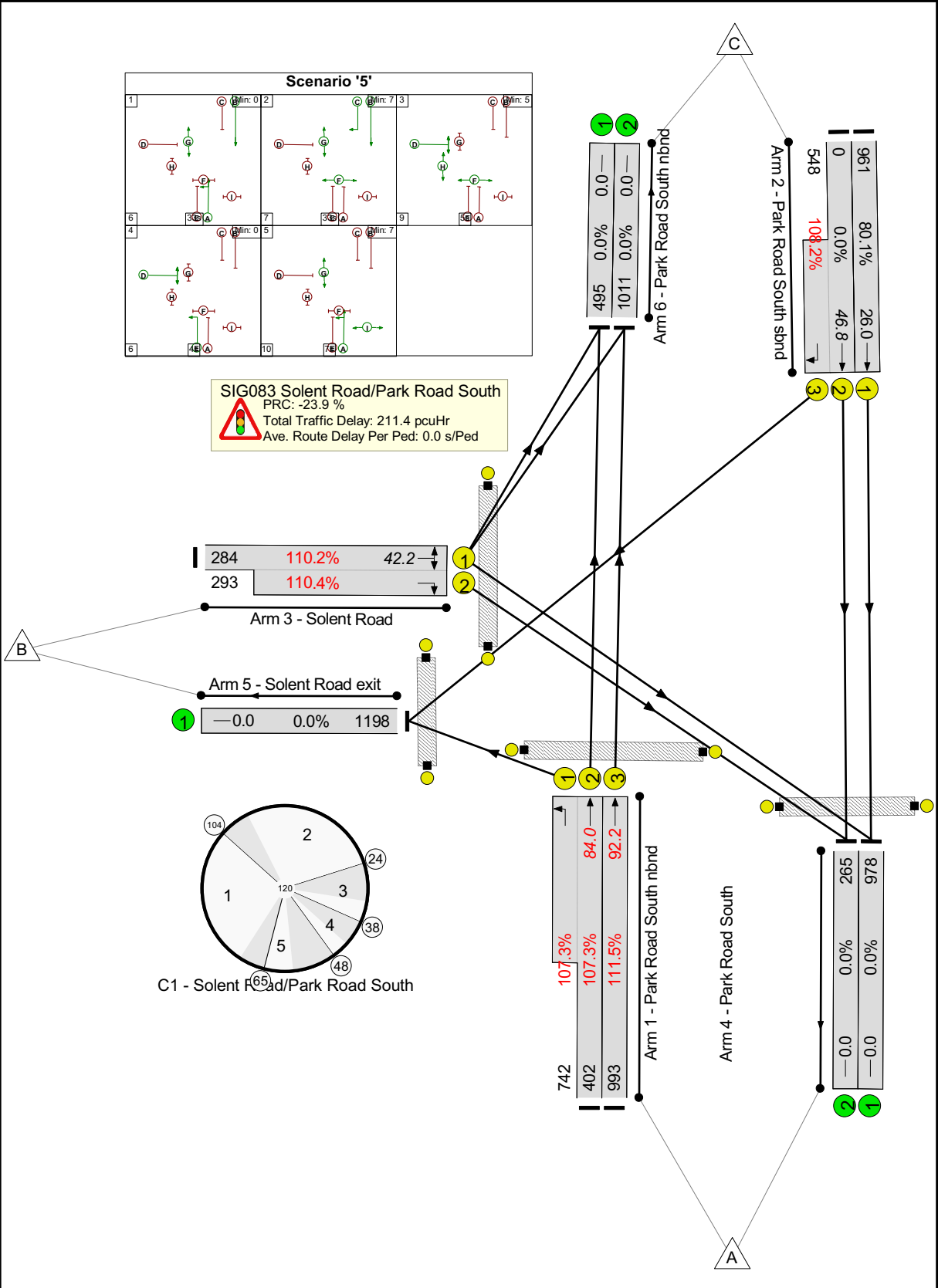
Stage Timings

Stage	1	2	3	4	5
Duration	33	33	5	4	7
Change Point	65	104	24	38	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	111.5%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	51:60	9	1144	2055:1702	375+692	107.3 : 107.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	51	-	993	2055	890	111.5%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	961	1945	1199	80.1%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:33	-	548	2085:1787	0+506	0.0 : 108.2%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	577	1628:1676	258+265	110.2 : 110.4%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1290	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	48	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

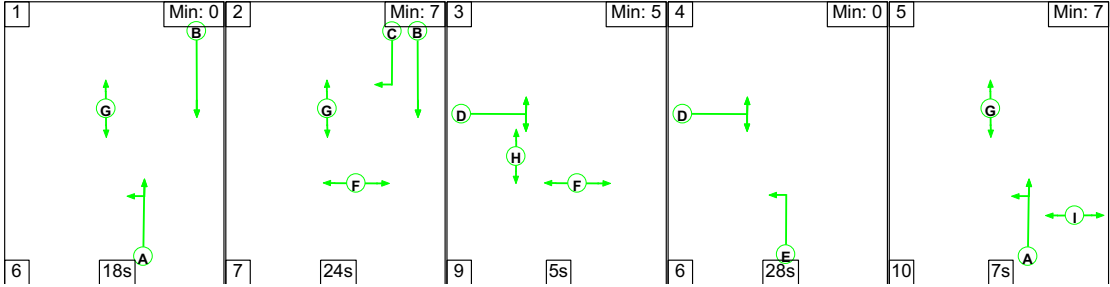
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	50.9	160.5	0.0	211.4	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	50.9	160.5	0.0	211.4	-	-	-	-
1/2+1/1	1144	1066	-	-	-	12.1	45.2	-	57.2	180.1	38.8	45.2	84.0
1/3	993	890	-	-	-	13.9	55.7	-	69.6	252.4	36.5	55.7	92.2
2/1	961	961	-	-	-	4.7	2.0	-	6.6	24.9	24.0	2.0	26.0
2/2+2/3	548	506	-	-	-	9.2	26.1	-	35.3	231.9	20.7	26.1	46.8
3/1+3/2	577	523	-	-	-	11.1	31.5	-	42.6	265.7	10.7	31.5	42.2
4/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -23.9 PRC Over All Lanes (%): -23.9		Total Delay for Signalled Lanes (pcuHr): 211.39 Total Delay Over All Lanes(pcuHr): 211.39		Cycle Time (s): 120						

Full Input Data And Results

Scenario 6: '6' (FG6: '2025 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

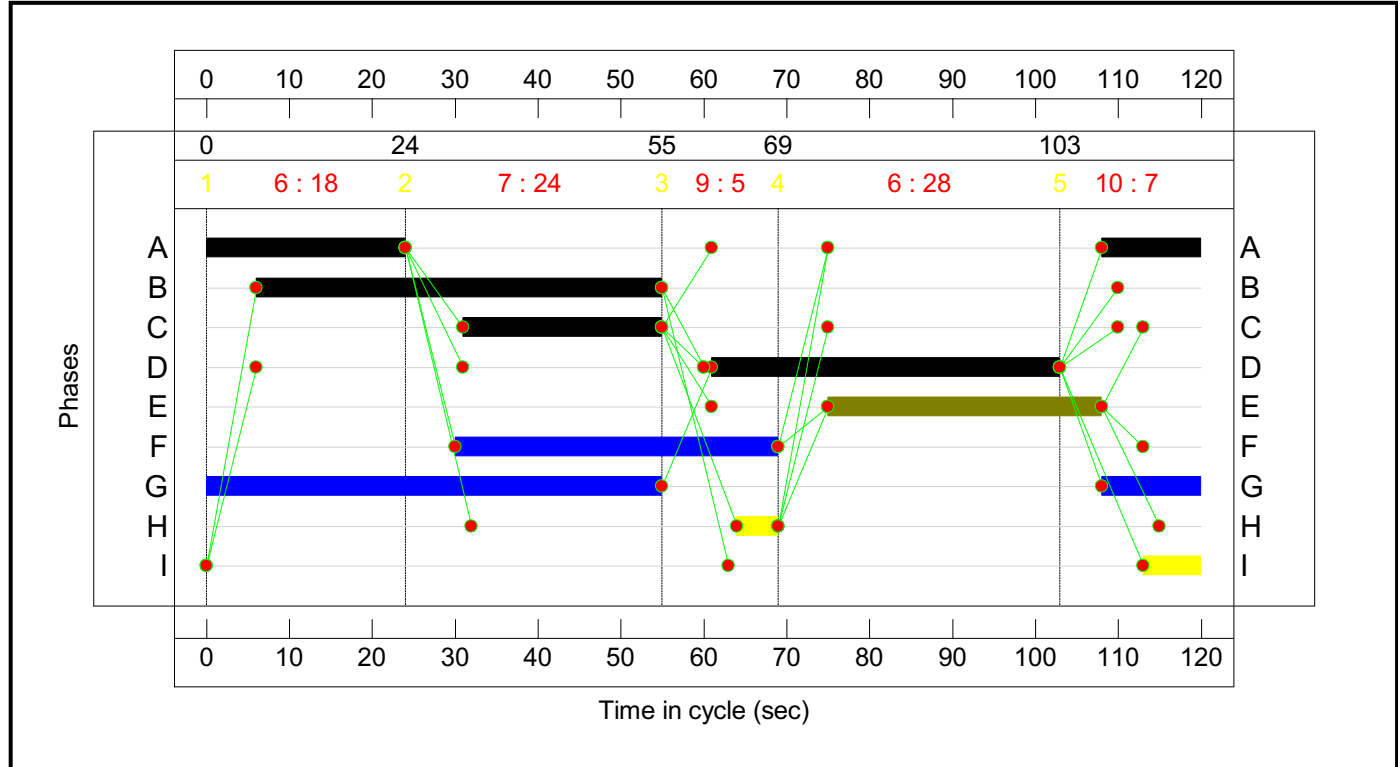
Stage Sequence Diagram



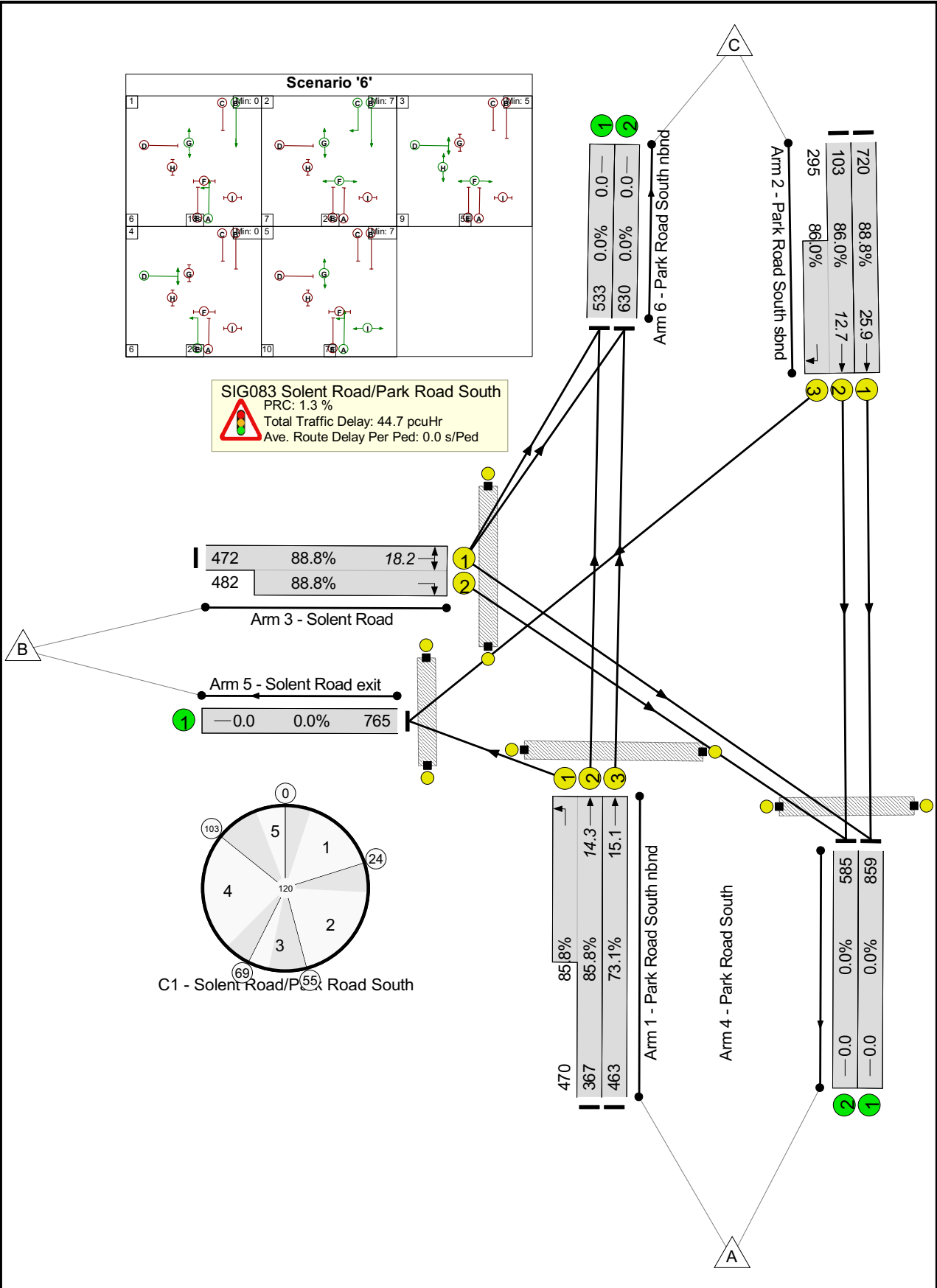
Stage Timings

Stage	1	2	3	4	5
Duration	18	24	5	28	7
Change Point	0	24	55	69	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	36:69	33	837	2055:1702	428+548	85.8 : 85.8%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	36	-	463	2055	634	73.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	720	1945	810	88.8%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:24	-	398	2085:1787	120+343	86.0 : 86.0%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	954	1642:1676	532+543	88.8 : 88.8%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

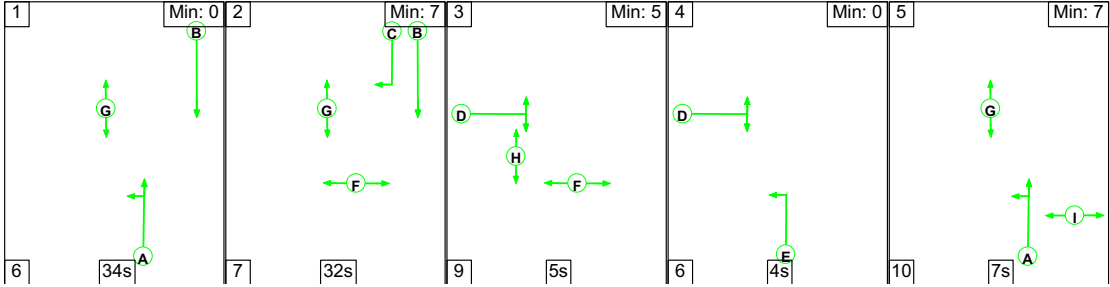
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	30.2	14.5	0.0	44.7	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	30.2	14.5	0.0	44.7	-	-	-	-
1/2+1/1	837	837	-	-	-	5.5	2.9	-	8.4	35.9	11.4	2.9	14.3
1/3	463	463	-	-	-	4.8	1.3	-	6.1	47.4	13.8	1.3	15.1
2/1	720	720	-	-	-	6.5	3.7	-	10.2	50.8	22.2	3.7	25.9
2/2+2/3	398	398	-	-	-	4.3	2.8	-	7.2	64.7	9.9	2.8	12.7
3/1+3/2	954	954	-	-	-	9.2	3.7	-	12.9	48.7	14.5	3.7	18.2
4/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		1.3	Total Delay for Signalled Lanes (pcuHr):		44.69	Cycle Time (s): 120				
			PRC Over All Lanes (%):		1.3	Total Delay Over All Lanes(pcuHr):		44.69					

Full Input Data And Results

Scenario 7: '7' (FG7: '2026 AM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

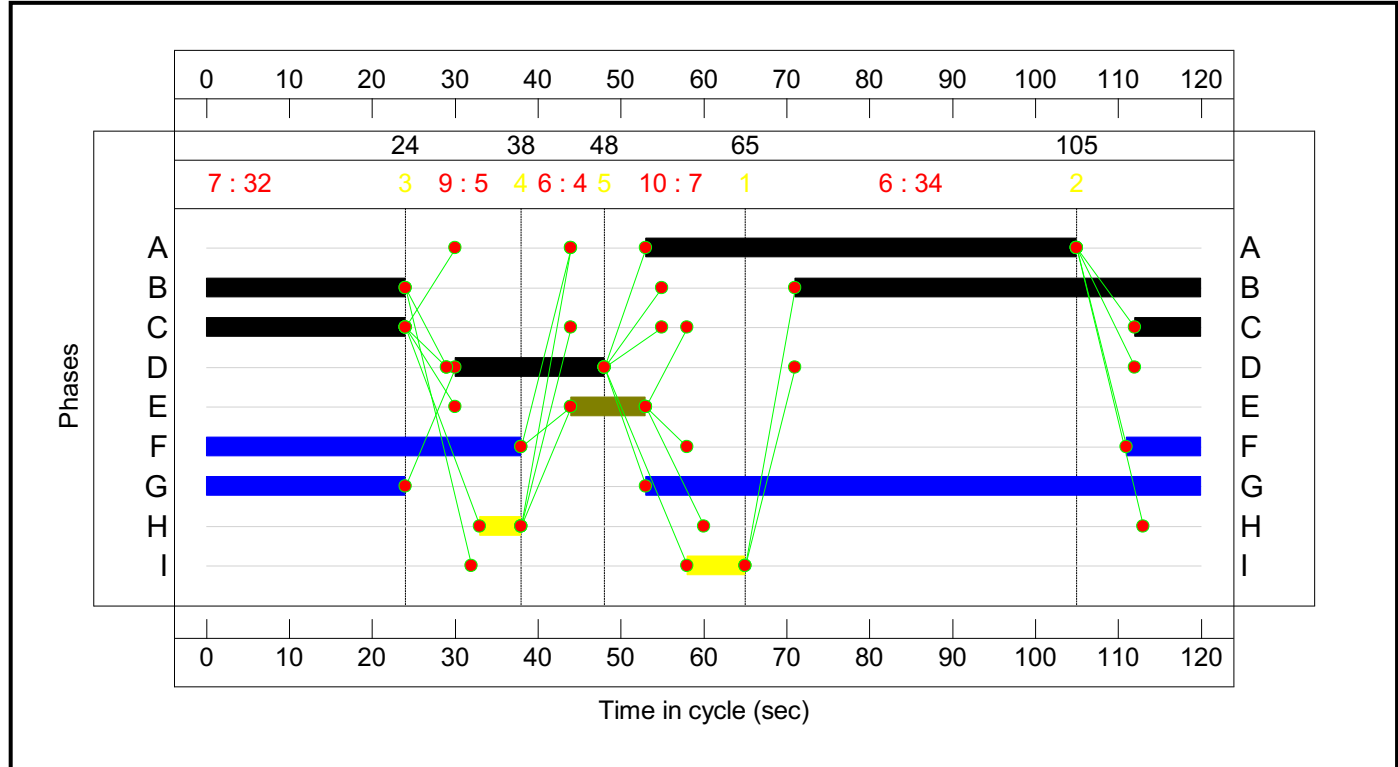
Stage Sequence Diagram



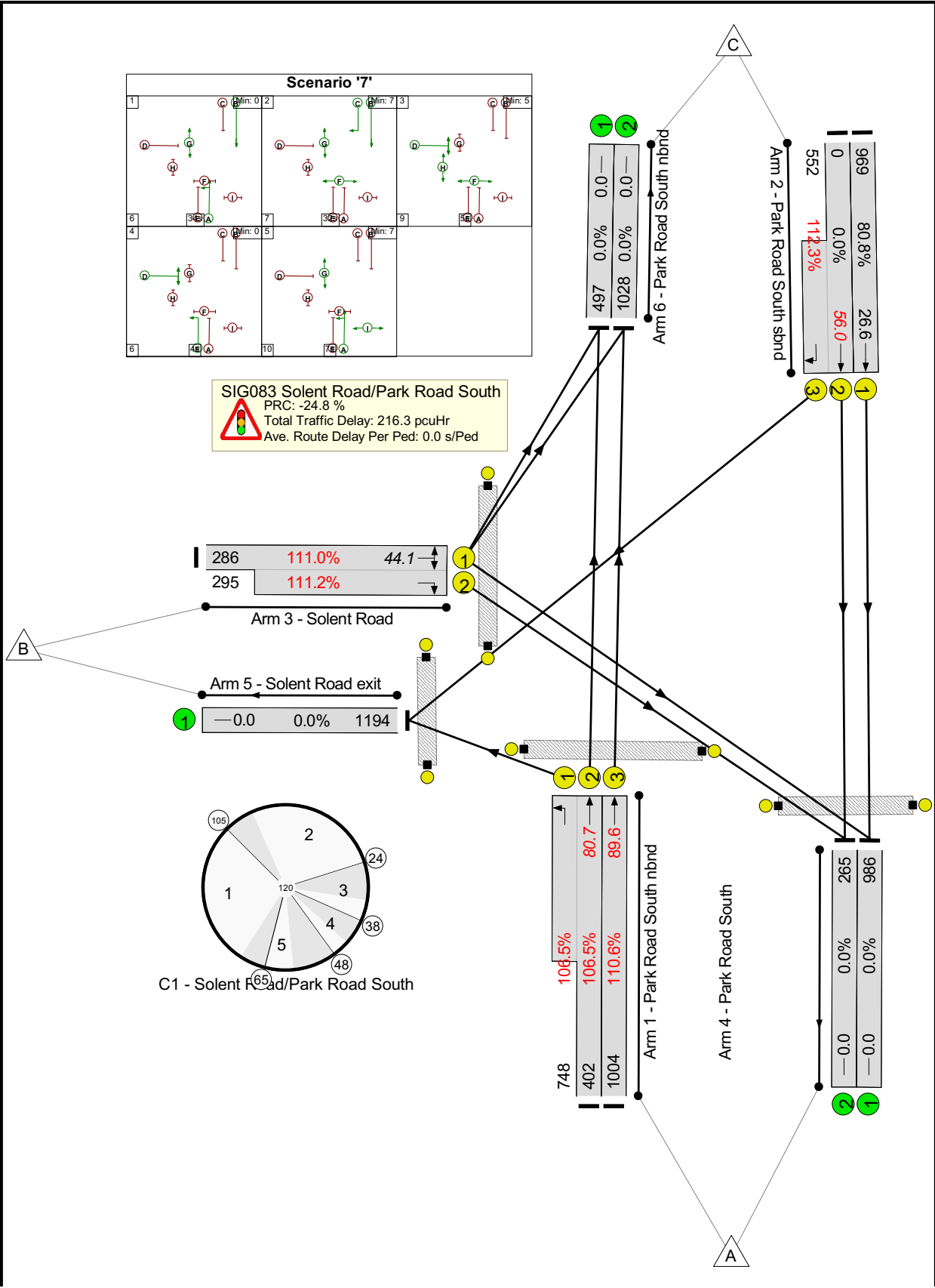
Stage Timings

Stage	1	2	3	4	5
Duration	34	32	5	4	7
Change Point	65	105	24	38	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	112.3%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	112.3%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	52:61	9	1150	2055:1702	377+702	106.5 : 106.5%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	52	-	1004	2055	908	110.6%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	969	1945	1199	80.8%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:32	-	552	2085:1787	0+491	0.0 : 112.3%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	581	1628:1676	258+265	111.0 : 111.2%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1300	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1138	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	47	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

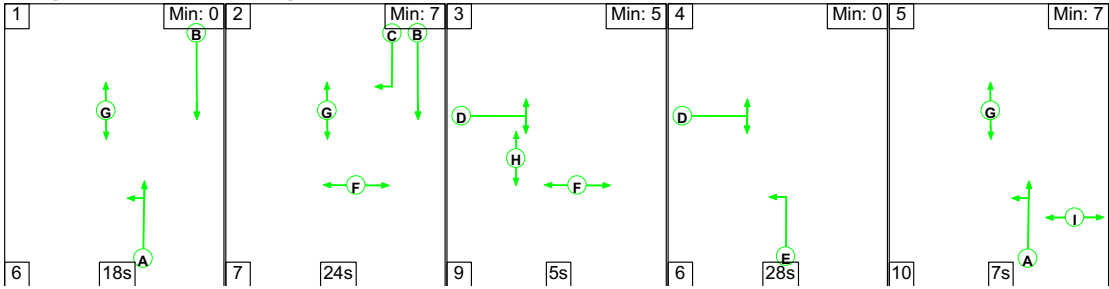
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	51.8	164.5	0.0	216.3	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	51.8	164.5	0.0	216.3	-	-	-	-
1/2+1/1	1150	1080	-	-	-	11.6	41.9	-	53.5	167.5	38.8	41.9	80.7
1/3	1004	908	-	-	-	13.6	52.9	-	66.5	238.6	36.7	52.9	89.6
2/1	969	969	-	-	-	4.7	2.1	-	6.8	25.2	24.5	2.1	26.6
2/2+2/3	552	491	-	-	-	10.5	34.3	-	44.8	292.5	21.6	34.3	56.0
3/1+3/2	581	523	-	-	-	11.3	33.3	-	44.6	276.6	10.8	33.3	44.1
4/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -24.8 PRC Over All Lanes (%): -24.8		Total Delay for Signalled Lanes (pcuHr): 216.32 Total Delay Over All Lanes(pcuHr): 216.32		Cycle Time (s): 120						

Full Input Data And Results

Scenario 8: '8' (FG8: '2026 PM Baseline (+Com Dev)', Plan 1: 'Network Control Plan 1')

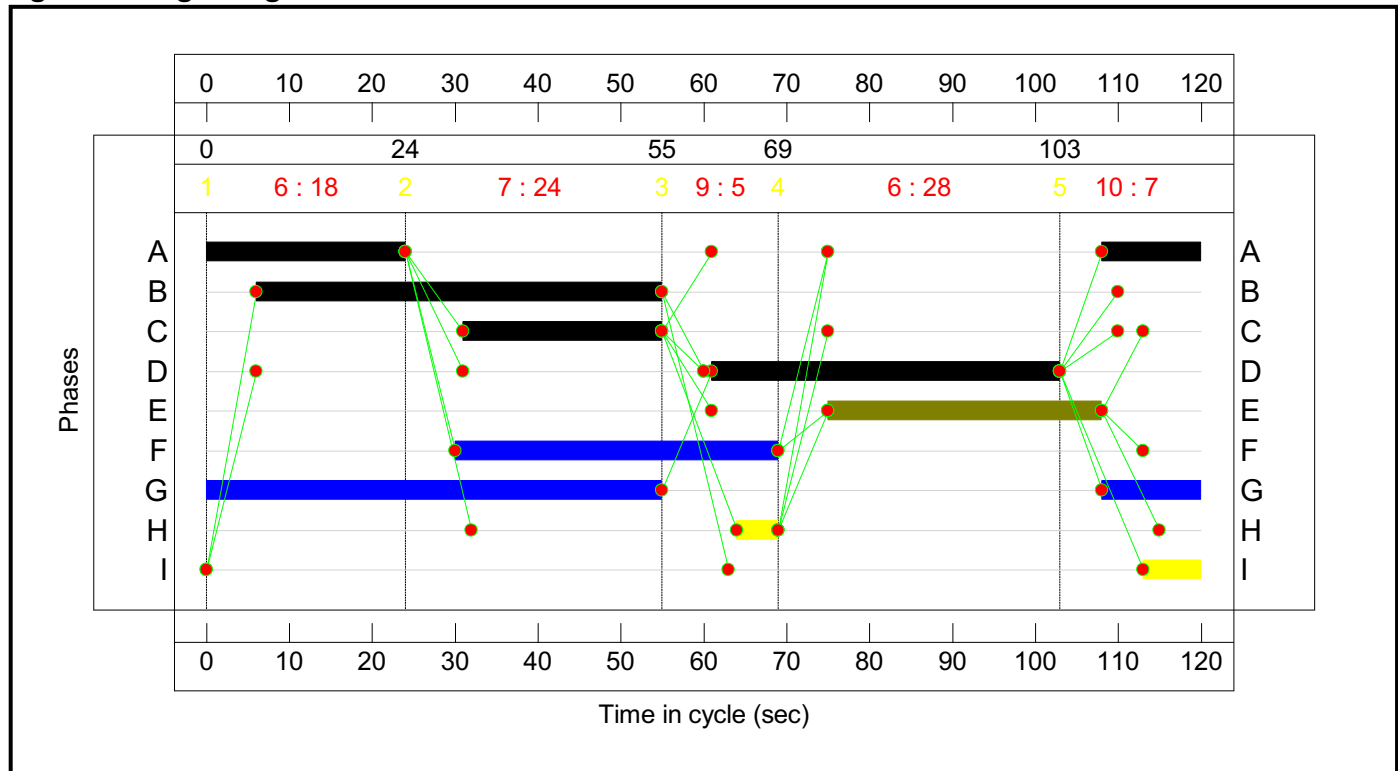
Stage Sequence Diagram



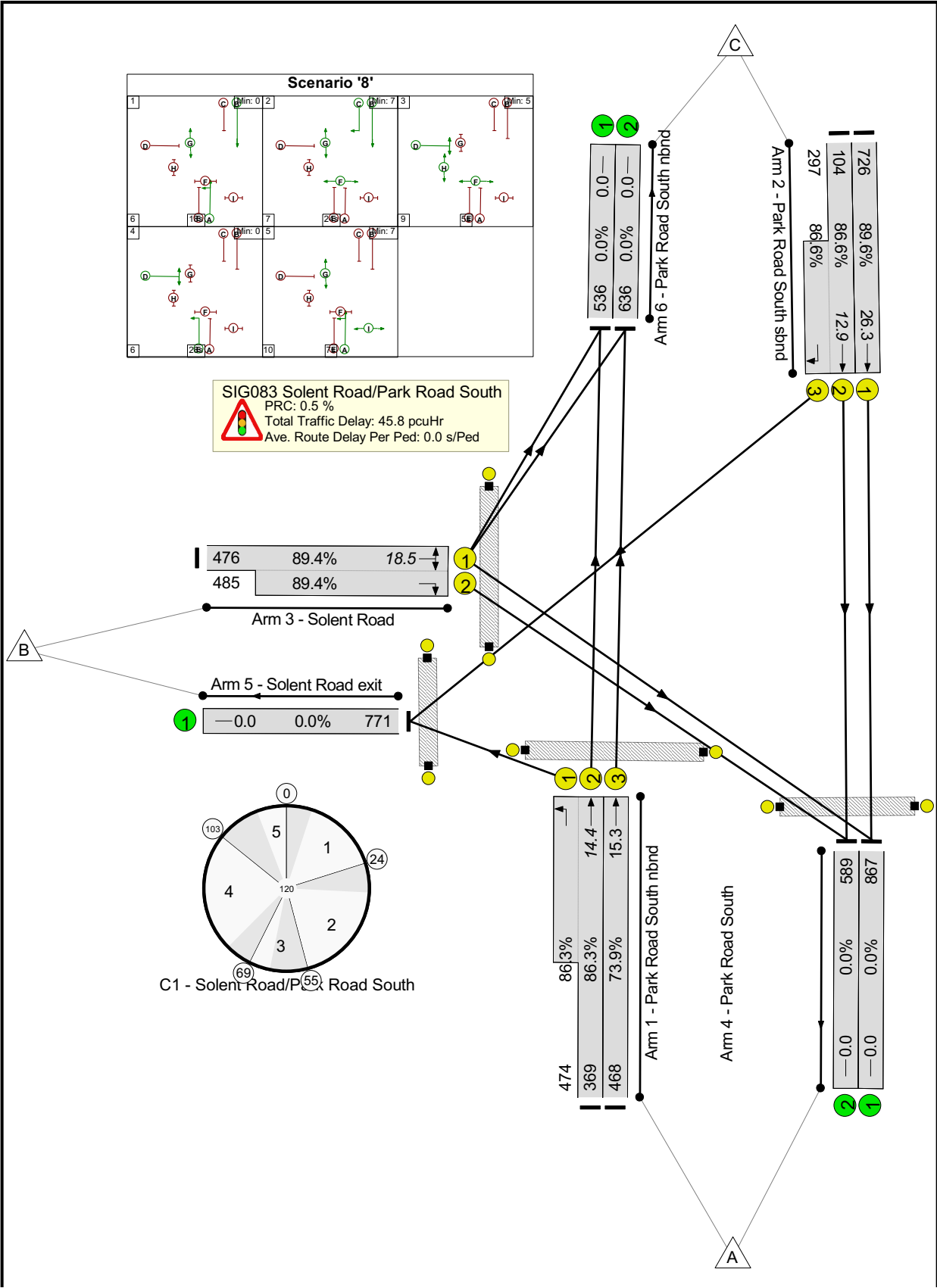
Stage Timings

Stage	1	2	3	4	5
Duration	18	24	5	28	7
Change Point	0	24	55	69	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	36:69	33	843	2055:1702	428+549	86.3 : 86.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	36	-	468	2055	634	73.9%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	49	-	726	1945	810	89.6%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	49:24	-	401	2085:1787	120+343	86.6 : 86.6%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	42	-	961	1642:1676	533+543	89.4 : 89.4%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

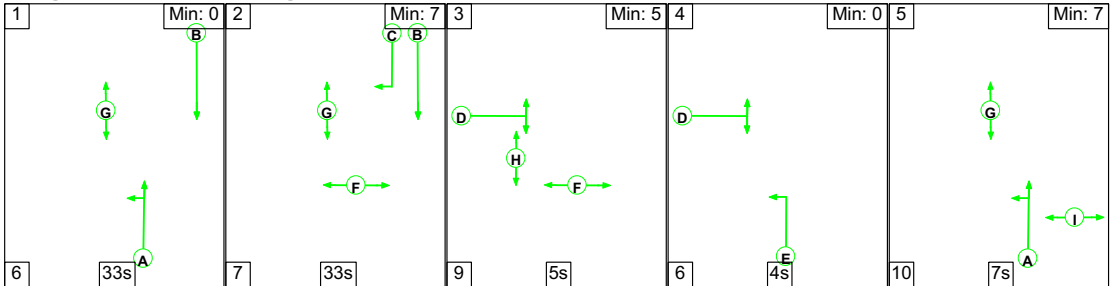
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	30.6	15.2	0.0	45.8	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	30.6	15.2	0.0	45.8	-	-	-	-
1/2+1/1	843	843	-	-	-	5.5	3.0	-	8.5	36.4	11.4	3.0	14.4
1/3	468	468	-	-	-	4.8	1.4	-	6.2	47.9	13.9	1.4	15.3
2/1	726	726	-	-	-	6.6	3.9	-	10.5	52.1	22.4	3.9	26.3
2/2+2/3	401	401	-	-	-	4.4	2.9	-	7.3	65.7	10.0	2.9	12.9
3/1+3/2	961	961	-	-	-	9.3	3.9	-	13.2	49.5	14.5	3.9	18.5
4/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		0.5	Total Delay for Signalled Lanes (pcuHr):			45.78	Cycle Time (s): 120			
			PRC Over All Lanes (%):		0.5	Total Delay Over All Lanes(pcuHr):			45.78				

Full Input Data And Results

Scenario 9: '9' (FG9: '2023 AM Baseline + Dev', Plan 1: 'Network Control Plan 1')

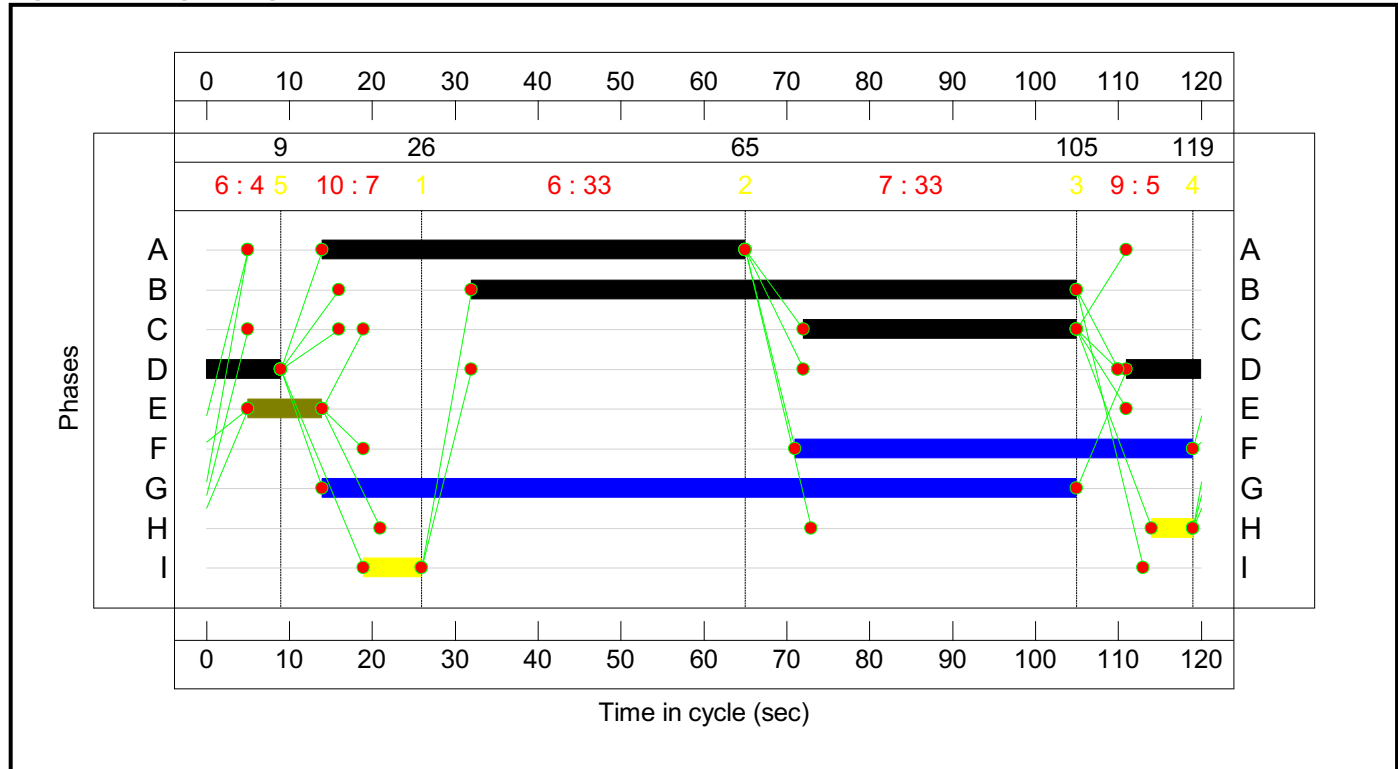
Stage Sequence Diagram



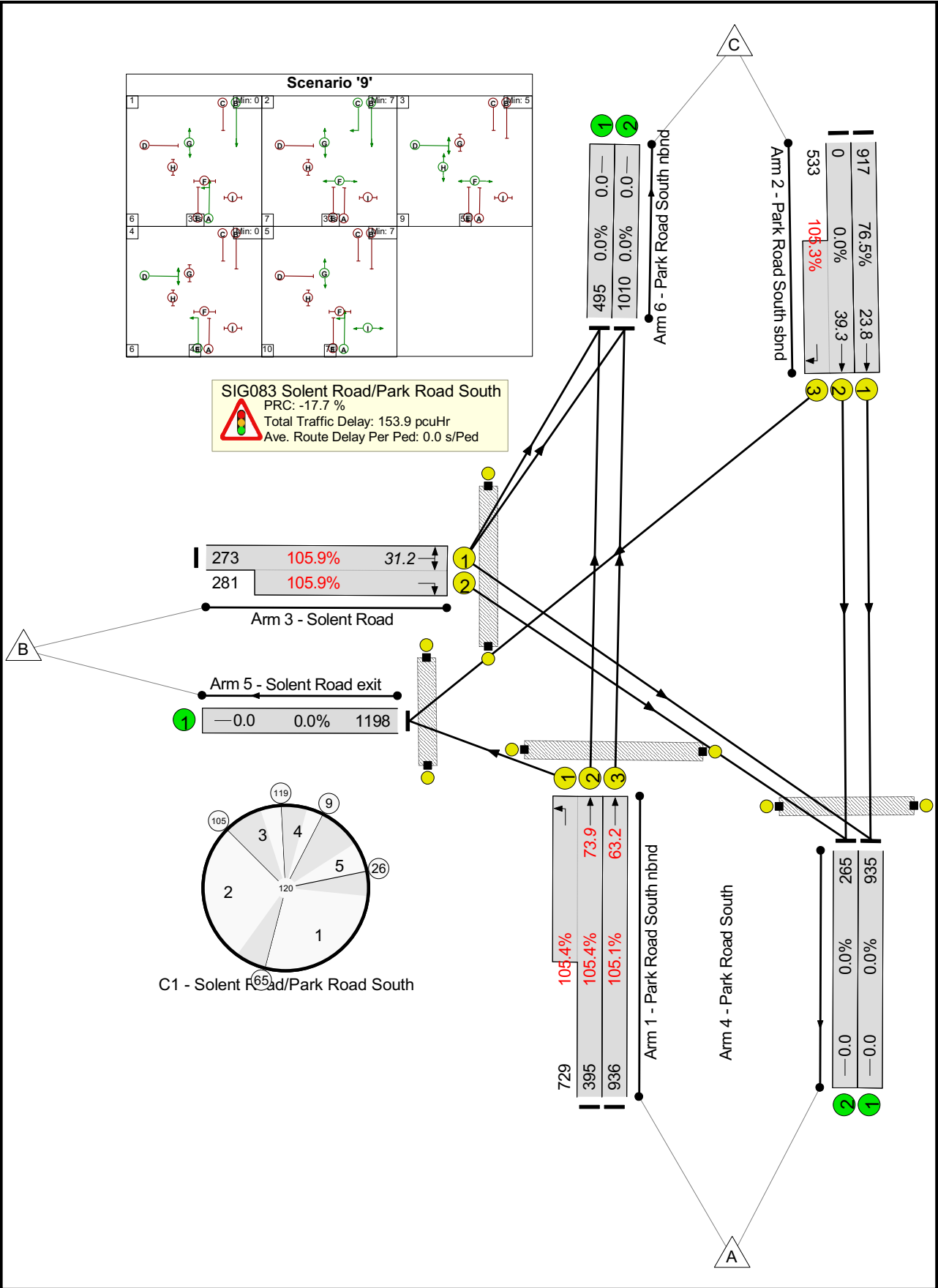
Stage Timings

Stage	1	2	3	4	5
Duration	33	33	5	4	7
Change Point	26	65	105	119	9

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

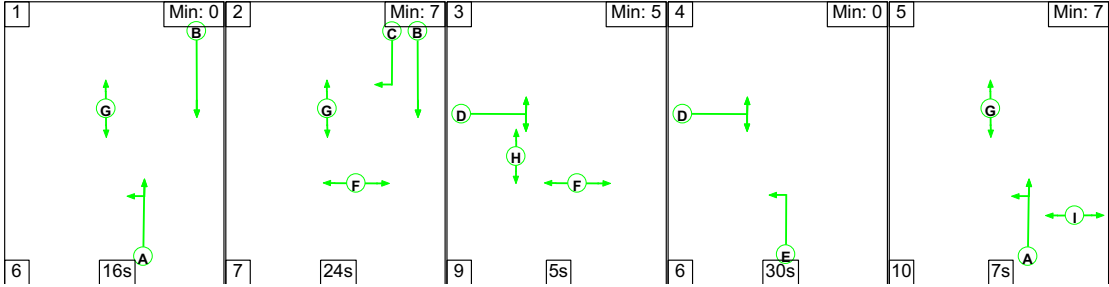
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	51:60	9	1124	2055:1702	375+692	105.4 : 105.4%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	51	-	936	2055	890	105.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	917	1945	1199	76.5%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:33	-	533	2085:1787	0+506	0.0 : 105.3%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	554	1628:1676	258+265	105.9 : 105.9%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1063	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	48	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	43.5	110.4	0.0	153.9	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	43.5	110.4	0.0	153.9	-	-	-	-
1/2+1/1	1124	1066	-	-	-	11.6	36.5	-	48.1	154.2	37.4	36.5	73.9
1/3	936	890	-	-	-	11.3	30.4	-	41.8	160.7	32.7	30.4	63.2
2/1	917	917	-	-	-	4.2	1.6	-	5.9	23.0	22.2	1.6	23.8
2/2+2/3	533	506	-	-	-	7.5	20.0	-	27.5	185.6	19.2	20.0	39.3
3/1+3/2	554	523	-	-	-	8.8	21.8	-	30.6	199.0	9.4	21.8	31.2
4/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -17.7 PRC Over All Lanes (%): -17.7		Total Delay for Signalled Lanes (pcuHr): 153.88 Total Delay Over All Lanes(pcuHr): 153.88		Cycle Time (s): 120						

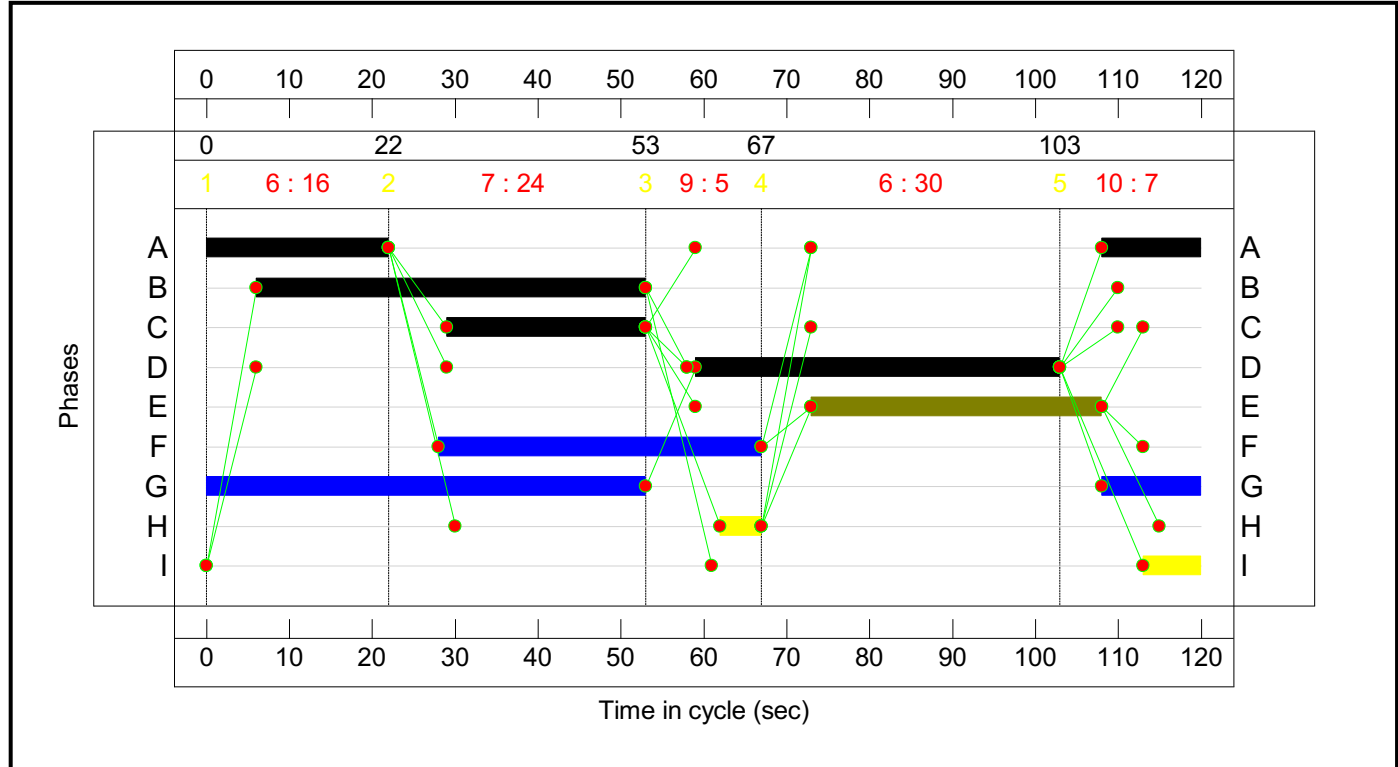
Stage Sequence Diagram



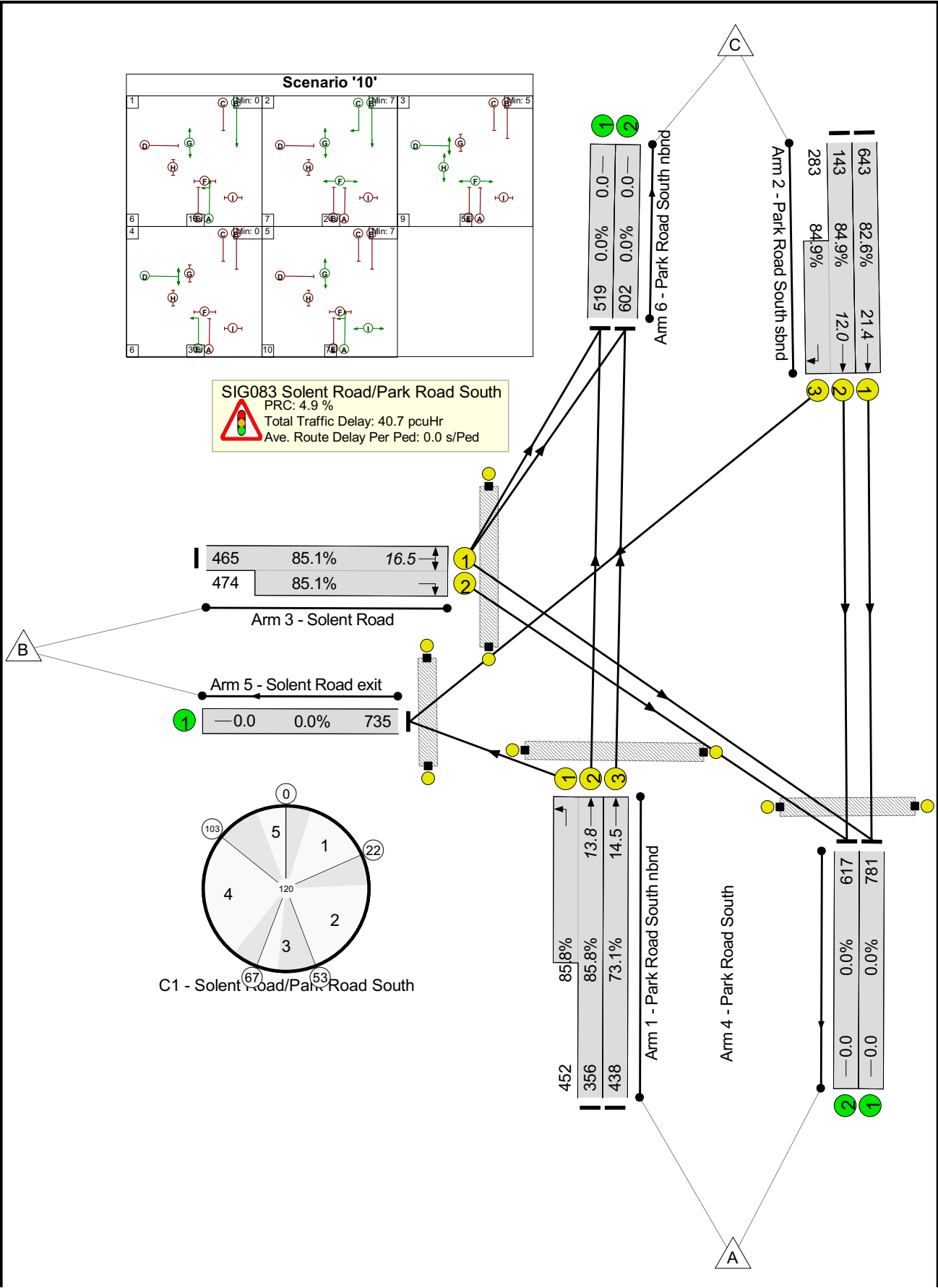
Stage Timings

Stage	1	2	3	4	5
Duration	16	24	5	30	7
Change Point	0	22	53	67	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

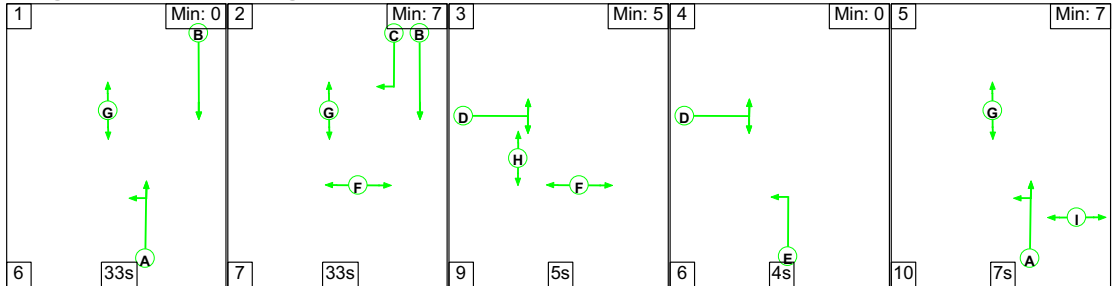
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	34:69	35	808	2055:1702	415+527	85.8 : 85.8%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	34	-	438	2055	599	73.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	47	-	643	1945	778	82.6%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	47:24	-	426	2085:1787	169+334	84.9 : 84.9%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	44	-	939	1642:1676	546+557	85.1 : 85.1%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
Ped Link: P1	Solent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	28.8	11.9	0.0	40.7	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	28.8	11.9	0.0	40.7	-	-	-	-
1/2+1/1	808	808	-	-	-	5.4	2.9	-	8.3	36.9	10.9	2.9	13.8
1/3	438	438	-	-	-	4.7	1.3	-	6.0	49.2	13.1	1.3	14.5
2/1	643	643	-	-	-	5.8	2.3	-	8.1	45.2	19.1	2.3	21.4
2/2+2/3	426	426	-	-	-	4.5	2.6	-	7.1	59.8	9.4	2.6	12.0
3/1+3/2	939	939	-	-	-	8.5	2.8	-	11.3	43.3	13.7	2.8	16.5
4/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		4.9	Total Delay for Signalled Lanes (pcuHr):		40.71	Cycle Time (s): 120				
			PRC Over All Lanes (%):		4.9	Total Delay Over All Lanes(pcuHr):		40.71					

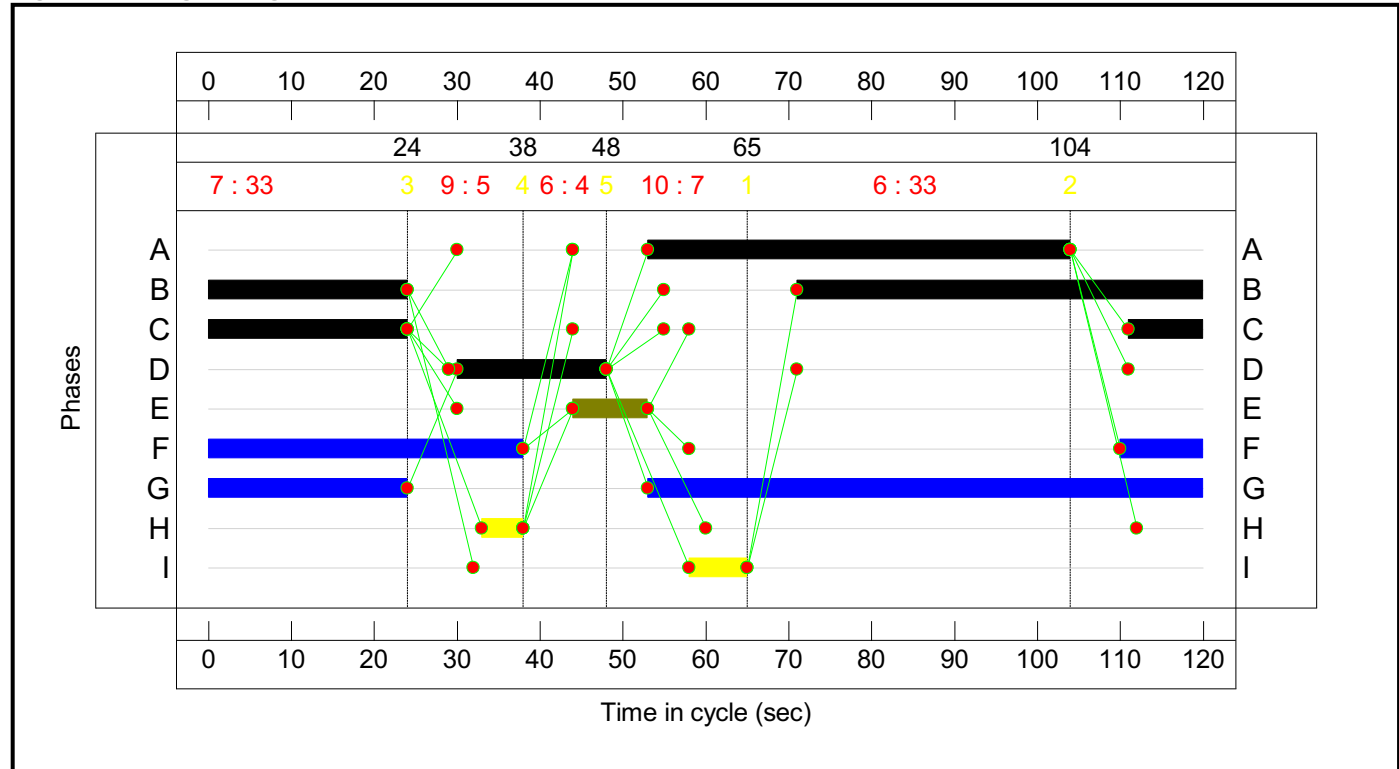
Stage Sequence Diagram

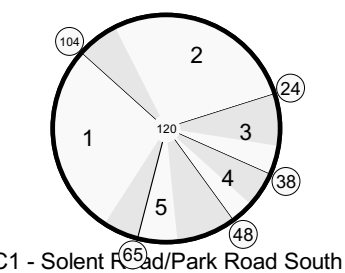


Stage Timings

Stage	1	2	3	4	5
Duration	33	33	5	4	7
Change Point	65	104	24	38	48

Signal Timings Diagram





Full Input Data And Results

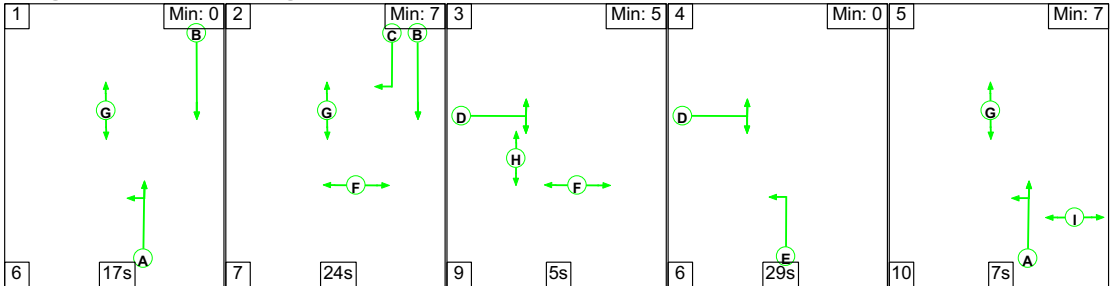
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	111.0%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	51:60	9	1180	2055:1702	377+691	110.5 : 110.5%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	51	-	978	2055	890	109.8%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	961	1945	1199	80.1%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:33	-	558	2085:1787	0+506	0.0 : 110.2%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	580	1628:1676	258+265	111.0 : 110.8%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1321	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	48	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	53.0	174.9	0.0	227.8	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	53.0	174.9	0.0	227.8	-	-	-	-
1/2+1/1	1180	1068	-	-	-	13.9	60.9	-	74.8	228.2	41.2	60.9	102.1
1/3	978	890	-	-	-	13.1	48.8	-	61.9	227.8	35.5	48.8	84.3
2/1	961	961	-	-	-	4.7	2.0	-	6.6	24.9	24.0	2.0	26.0
2/2+2/3	558	506	-	-	-	10.0	30.4	-	40.4	260.6	21.6	30.4	52.0
3/1+3/2	580	523	-	-	-	11.3	32.8	-	44.1	273.9	10.8	32.8	43.6
4/1	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -23.3 PRC Over All Lanes (%): -23.3		Total Delay for Signalled Lanes (pcuHr): 227.84 Total Delay Over All Lanes(pcuHr): 227.84		Cycle Time (s): 120						

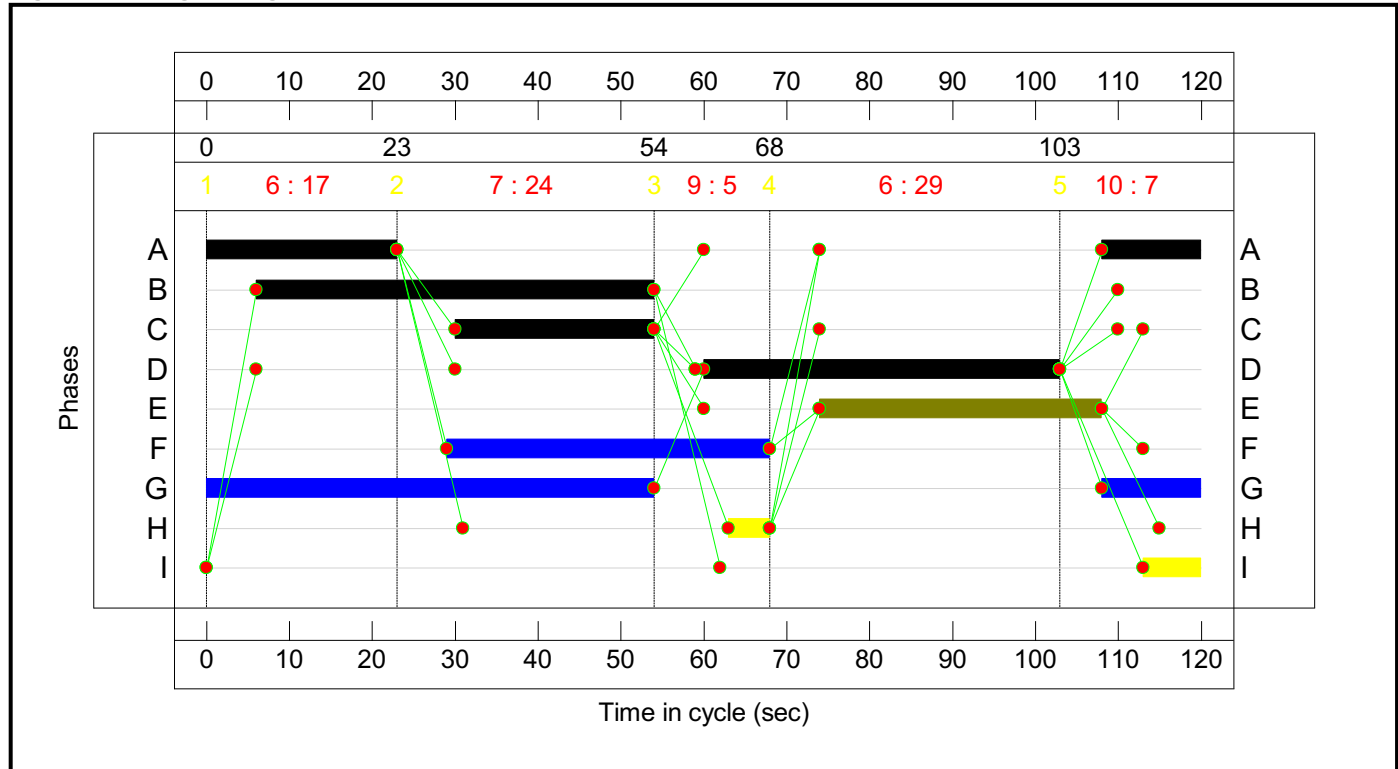
Stage Sequence Diagram



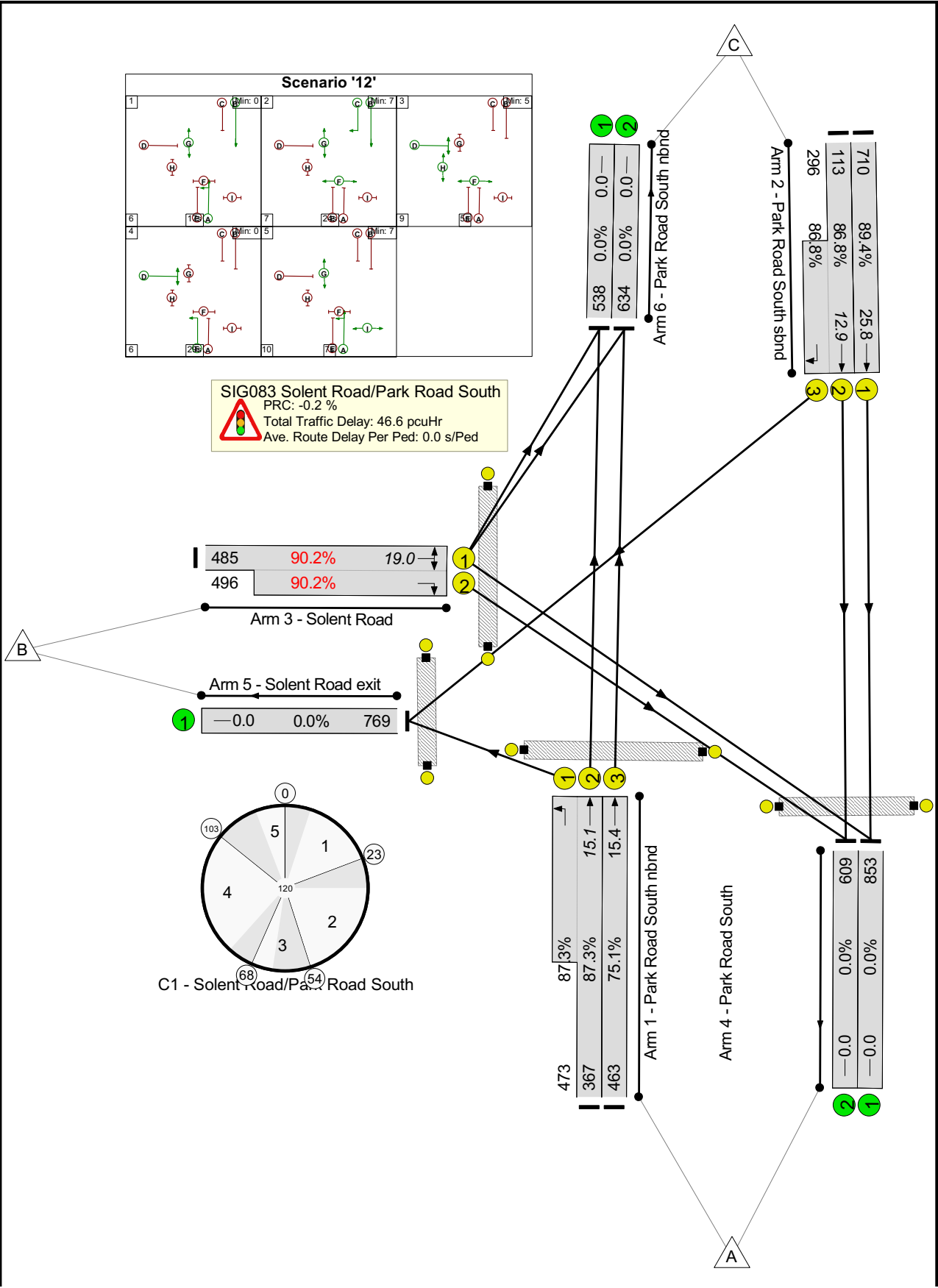
Stage Timings

Stage	1	2	3	4	5
Duration	17	24	5	29	7
Change Point	0	23	54	68	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

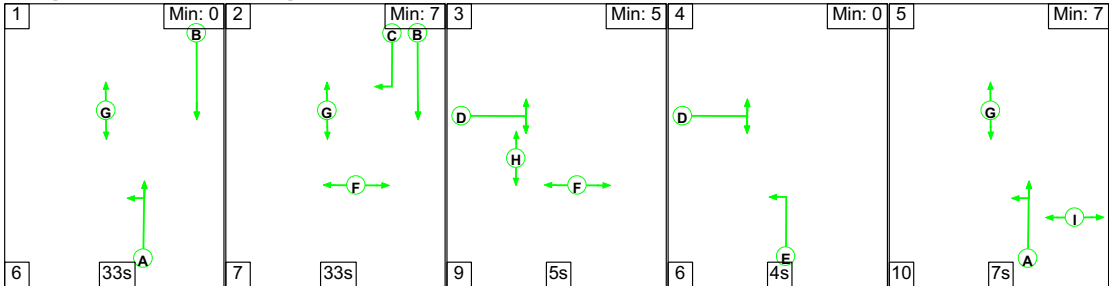
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:69	34	840	2055:1702	421+542	87.3 : 87.3%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	463	2055	617	75.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	48	-	710	1945	794	89.4%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	48:24	-	409	2085:1787	130+341	86.8 : 86.8%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	43	-	981	1642:1676	538+550	90.2 : 90.2%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	30.7	15.9	0.0	46.6	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	30.7	15.9	0.0	46.6	-	-	-	-
1/2+1/1	840	840	-	-	-	5.6	3.3	-	8.8	37.8	11.9	3.3	15.1
1/3	463	463	-	-	-	4.9	1.5	-	6.4	49.5	13.9	1.5	15.4
2/1	710	710	-	-	-	6.5	3.9	-	10.4	52.7	21.9	3.9	25.8
2/2+2/3	409	409	-	-	-	4.4	3.0	-	7.4	65.5	9.9	3.0	12.9
3/1+3/2	981	981	-	-	-	9.3	4.3	-	13.6	49.8	14.7	4.3	19.0
4/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-0.2	Total Delay for Signalled Lanes (pcuHr):		46.57	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-0.2	Total Delay Over All Lanes(pcuHr):		46.57					

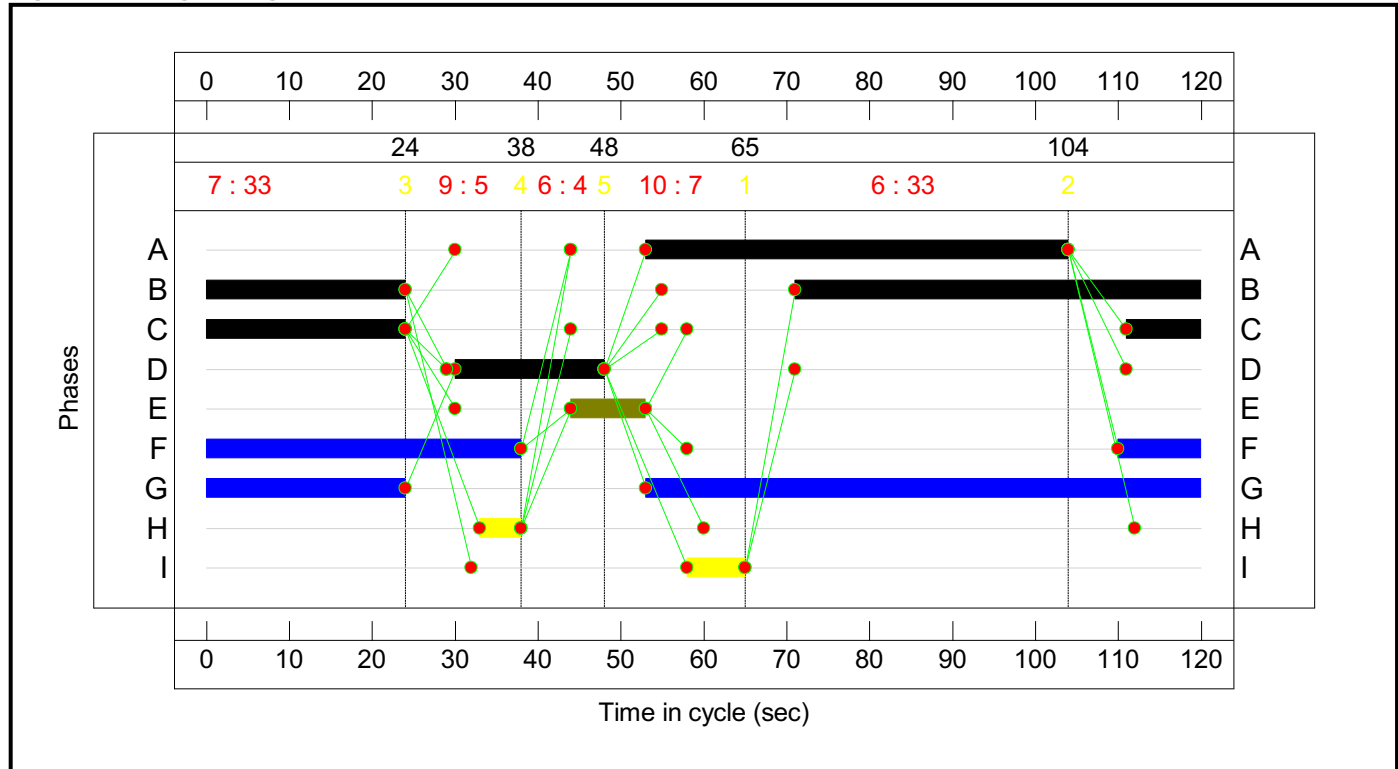
Stage Sequence Diagram



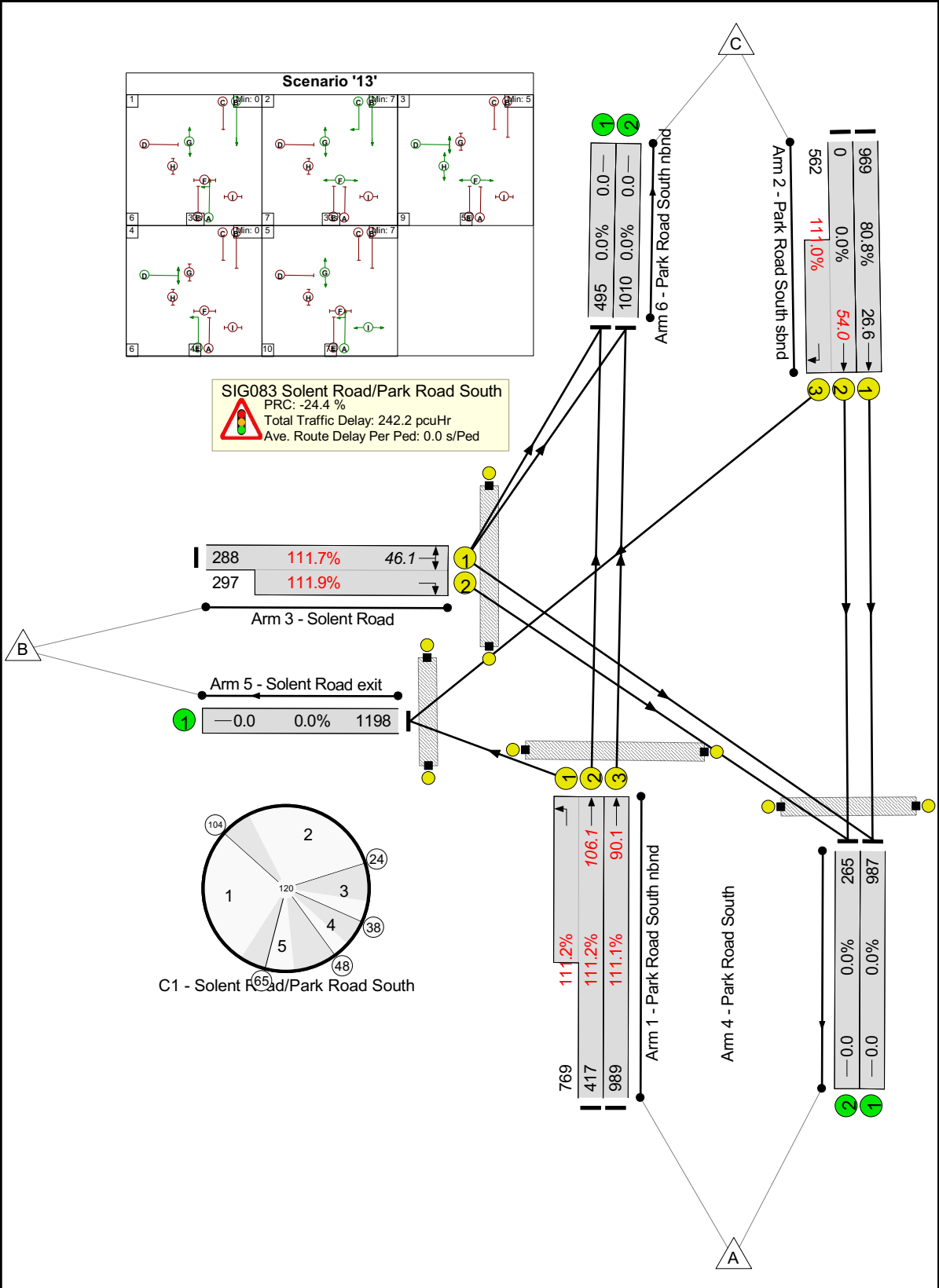
Stage Timings

Stage	1	2	3	4	5
Duration	33	33	5	4	7
Change Point	65	104	24	38	48

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

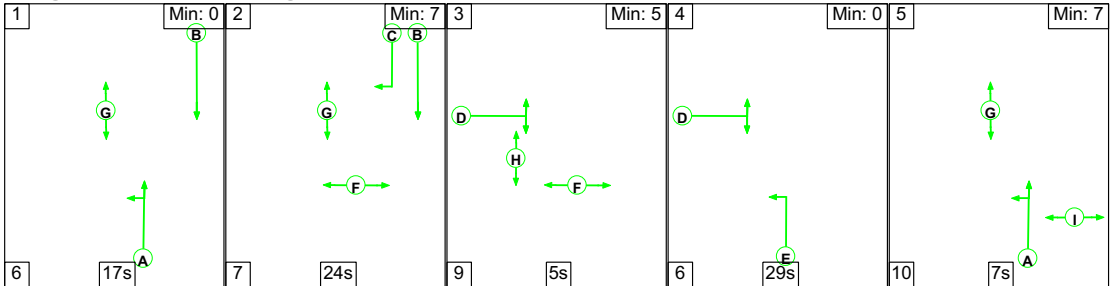
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	111.9%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	111.9%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	51:60	9	1186	2055:1702	375+692	111.2 : 111.2%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	51	-	989	2055	890	111.1%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	73	-	969	1945	1199	80.8%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	73:33	-	562	2085:1787	0+506	0.0 : 111.0%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	18	-	585	1628:1676	258+265	111.7 : 111.9%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	1331	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	48	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	54.7	187.6	0.0	242.2	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	54.7	187.6	0.0	242.2	-	-	-	-
1/2+1/1	1186	1066	-	-	-	14.3	64.4	-	78.7	238.9	41.7	64.4	106.1
1/3	989	890	-	-	-	13.7	53.8	-	67.5	245.9	36.2	53.8	90.1
2/1	969	969	-	-	-	4.7	2.1	-	6.8	25.2	24.5	2.1	26.6
2/2+2/3	562	506	-	-	-	10.3	32.2	-	42.5	272.1	21.8	32.2	54.0
3/1+3/2	585	523	-	-	-	11.6	35.1	-	46.7	287.5	11.0	35.1	46.1
4/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%): -24.4 PRC Over All Lanes (%): -24.4		Total Delay for Signalled Lanes (pcuHr): 242.25 Total Delay Over All Lanes(pcuHr): 242.25		Cycle Time (s): 120						

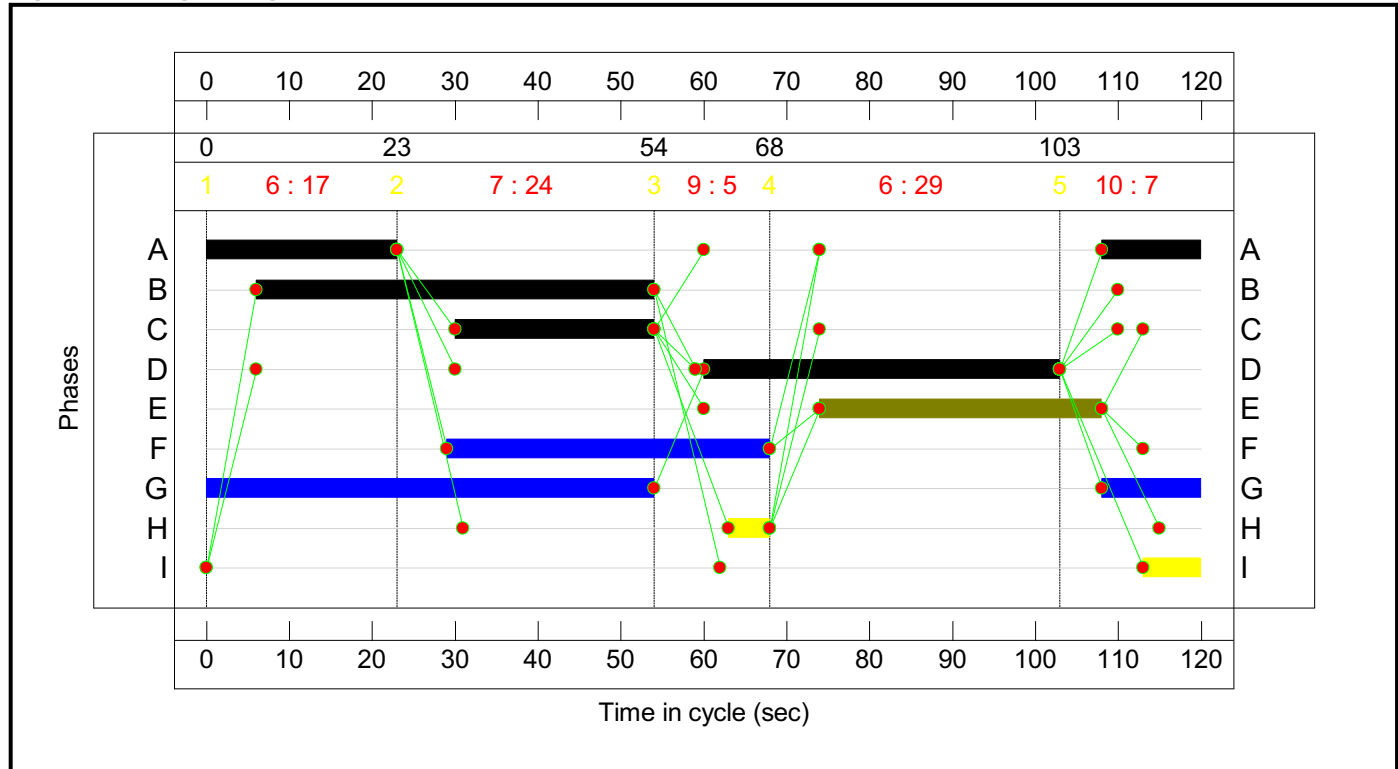
Stage Sequence Diagram



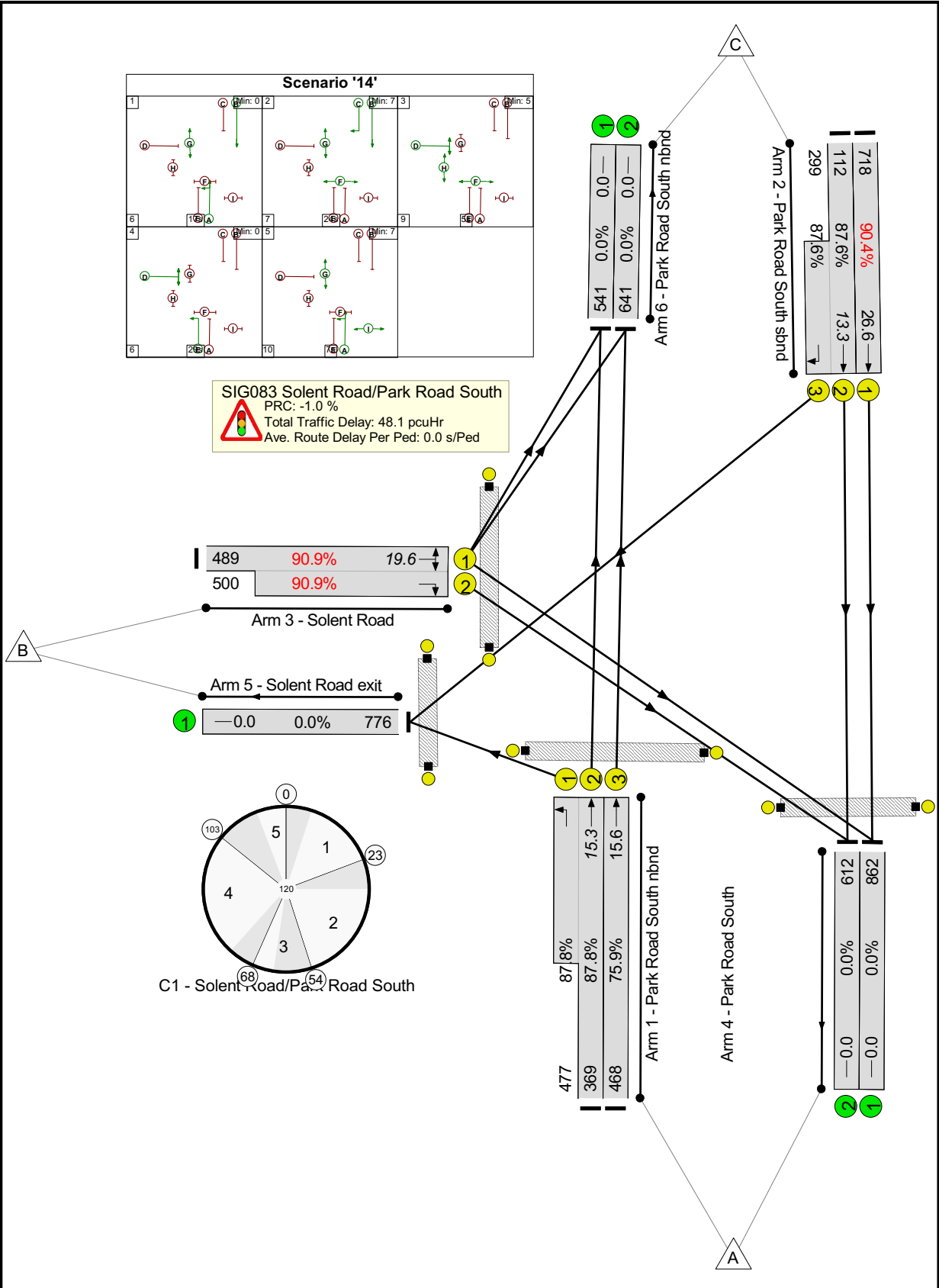
Stage Timings

Stage	1	2	3	4	5
Duration	17	24	5	29	7
Change Point	0	23	54	68	103

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Elm Lane junction improvements	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
SIG083 Solent Road/Park Road South	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/2+1/1	Park Road South nbnd Left Ahead	U	N/A	N/A	A	E	1	35:69	34	846	2055:1702	420+543	87.8 : 87.8%
1/3	Park Road South nbnd Ahead	U	N/A	N/A	A		1	35	-	468	2055	617	75.9%
2/1	Park Road South sbnd Ahead	U	N/A	N/A	B		1	48	-	718	1945	794	90.4%
2/2+2/3	Park Road South sbnd Ahead Right	U	N/A	N/A	B C		1	48:24	-	411	2085:1787	128+341	87.6 : 87.6%
3/1+3/2	Solent Road Right Left	U	N/A	N/A	D		1	43	-	989	1642:1676	538+550	90.9 : 90.9%
4/1	Park Road South	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
4/2	Park Road South	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1	Solent Road exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
6/1	Park Road South nbnd	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
6/2	Park Road South nbnd	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
Ped Link: P1	SOlent Rd west	-	N/A	-	F		1	39	-	0	-	0	0.0%
Ped Link: P2	Solent Rd east	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Solent Rd exit	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Solent Rd entry	-	N/A	-	H		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Elm Lane junction improvements	-	-	0	0	0	31.1	16.9	0.0	48.1	-	-	-	-
SIG083 Solent Road/Park Road South	-	-	0	0	0	31.1	16.9	0.0	48.1	-	-	-	-
1/2+1/1	846	846	-	-	-	5.6	3.4	-	9.0	38.4	11.9	3.4	15.3
1/3	468	468	-	-	-	4.9	1.5	-	6.5	49.9	14.0	1.5	15.6
2/1	718	718	-	-	-	6.6	4.2	-	10.9	54.6	22.3	4.2	26.6
2/2+2/3	411	411	-	-	-	4.5	3.2	-	7.7	67.1	10.2	3.2	13.3
3/1+3/2	989	989	-	-	-	9.4	4.6	-	14.0	51.0	15.0	4.6	19.6
4/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Solent Road/Park Road South			PRC for Signalled Lanes (%):		-1.0	Total Delay for Signalled Lanes (pcuHr):		48.05	Cycle Time (s): 120				
			PRC Over All Lanes (%):		-1.0	Total Delay Over All Lanes(pcuHr):		48.05					



transport planning

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